

Navy News

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Michael takes the plunge

Naval diving, past and present p21



Marilyn's salute to Navy News

RN publications scoop top awards – p 20

A lesson in leadership

EXCLUSIVE: Royal approval for sculpture of a Sailor King – p3



Glasgow misses out on E. Timor medal

SERVICE people of the Australian-led UN force that brought relief from violence to the people of East Timor are to get a medal – but it is not going to be awarded to those who manned the only British ship in the operation, HMS Glasgow.

The Type 42 destroyer was diverted from her world deployment programme to lead one of three groups of ships from Darwin carrying heavy equipment and vehicles for UN troops.

However, she was not in East Timor waters long enough for her ship's company to be eligible for the newly struck International Force East Timor (INTERFET) Medal.

The qualifying criteria for the medal, drawn up by the Governor General of Australia, include a rule that those eligible must have served for a total of at least 30 days with INTERFET between September 16, 1999 and April 10, 2000.

Glasgow, whose homecoming to Portsmouth on November 11, 1999 had been delayed 17 days by the operation, barely spent half the required time with INTERFET.

It is understood that the only British Naval Service people who may be eligible for the medal are a very small number of Royal Marines.

About 20 RM personnel helped to secure the airport at the East Timor capital Dili for the initial, airborne deployment.

The INTERFET Medal has been formally instituted by the Queen as Head of State of Australia. It bears a central design of an outline map of East Timor, over-layered with an outline of the dove of peace with an olive branch, all surrounded by the words 'International Force East Timor'. It shows a spray of olive leaves at the bottom edge.

The reverse bears the words 'Together As One For Peace In East Timor'.

Full details are published in Joint Service Defence Council Instruction 45/01.

RAMSEY'S AHEAD OF TARGET!

BRITAIN's latest minehunter to enter service, HMS Ramsey, has joined the Fleet three weeks earlier than her schedule demanded.

It is an unheard of achievement, says her Commanding Officer, Lt Cdr David Axon.

● IN SHORT ORDER: HMS Ramsey joins the Fleet ahead of schedule.



"Reaching the ship's Operational Date Material Acceptance (ODMA) early is a significant achievement and a credit to the hard work and professionalism of all involved," he said.

Ramsey was accepted into the Fleet on April 27 after the shortest planned Part IV trials period of any ship of the Sandown class.

Her complete trials programme began exactly nine months before when she was accepted from her builders, Vosper Thornycroft.

A formal inspection of the ship was made by Commodore Richard Clapp and Capt Alan Rymer, who are respectively the new Commodore Minor War Vessels and the Chief Staff Officer (Engineering) to Flag Officer Surface Flotilla.

Ramsey will now undergo operational training before being ready for tasking at the end of the year.

She will also take part in Liverpool's River Festival in June and will wear the flag of Flag Officer Scotland, Northern England and Northern Ireland (Rear Admiral Derek Anthony) for the opening of the Tynwald, the Isle of Man parliament, in July.

□ HMS Ramsey, tenth of 12 Sandown-class minesweepers built by Vosper Thornycroft, was launched at Southampton by Lady Dunt in December 1999 – the last RN launch of the millennium.

Warships make their mark in the East

ROYAL Navy warships are making their presence felt in the East with visits and operations in the Baltic.

Minehunters HM ships Bangor and Grimsby are already hard at work, clearing unexploded ordnance from the approaches to the port of Riga, the capital of Latvia.

They were joined, as *Navy News* went to press, by Type 22 frigate HMS Campbelltown, which is visiting Riga as part of British Week.

The Sandown-class minehunters are in the region at the invitation of the Latvian navy, following the success of a similar operation last year which cleared up 72 mines and torpedoes.

The ships, from the First Mine Countermeasures Squadron, found 14 devices in just two days in the middle of last month, using their sophisticated sonar to spot the devices and then placing charges on them using a remote-controlled submersible.

British, German and Soviet munitions are thought to have been found – floating mines, ground mines, depth charges and torpedoes from the two World Wars and after, in various states of decay.

Cdr John Murphie, who is commanding the operation for the Royal Navy, said: "There is always a danger of explosion if these old weapons are not properly dealt with."

Campbelltown and the two minehunters were scheduled to be open to the public during British Week.

Sailors from Campbelltown are planning to host a party of schoolchildren from Daugavpils, and others will visit orphanages to help redecorate them and build a children's playground.

Among the sporting events arranged is a match between the frigate's rugby team and the Latvian champions, Miesnieki.

Campbelltown will then sail for St Petersburg in the Russian Federation, where the ship will again be open to the public. The visit coincides with the participation of the Royal Marines Band, Plymouth, in the International Festival of Military Music.

When she sails, Campbelltown will take a Russian admiral and ten of his officers to sea for two days, disembarking them at Baltiysk before she continues to Gdania in Poland.

Reward for medical man

A MEDICAL specialist who helped prepare for casualties during the operation to free the hostages in Sierra Leone last year has won a Joint Commander's Commendation.

PO(MA) Clive Wilkinson was charged with arranging for an operating theatre, triage area, recovery ward and reception area to be set up on RFA Sir Percivale in Freetown.

PO Wilkinson had to work long hours to set up the facilities in a short space of time.

Five seriously wounded – who required surgery – and 13 walking wounded all passed through Sir Percivale's temporary hospital.

Base run

AN ANNUAL road race is being revived at Portsmouth Naval Base in aid of The Rowans Hospice.

The Around the Basin Run will cover just under two miles around No. 3 Basin, and starts at the south end of 13 Dock.

Members of FSL's charity committee have organised the race, and FSL is putting up a trophy.

Anyone interested in competing in the run, at midday on Thursday June 7, should ring ext 22908 or 22568 for details.

Huggie lays down a challenge

A ROYAL Marine mountain leader has thrown down the gauntlet at the new visitor attraction in Portsmouth Historic Dockyard, due to open as *Navy News* went to press.

WO2 Paul 'Huggie' Huggill, based at Eastney, was enlisted by Action Stations to set the challenges on the Marines "island", which comprises a climbing wall and a cross-country ski machine.

Having set the benchmarks, visitors to

Boathouse No. 6 can choose the level of challenge to see if they measure up to the strength and stamina of a member of this elite fighting force.

Action Stations general manager Barbara Barnes said: "Extraordinary levels of physical fitness and endurance are needed to be a Royal Marine."

"With a Royal Marine setting the tests, we can guarantee that visitors will be amazed at just how tough you have to be."

Ark sets her sights on major milestones

HMS ARK Royal's refit is running to schedule, and the aircraft carrier is on target for a number of significant milestones.

The warship's main gas turbine engines have been turned for the first time in seven years in a series of basin trials, and all went according to plan.

Her new Commanding Officer, Capt David Snelson, has joined his ship, and with more than 400 sailors now living back on board, the next target date is the Ready for Sea Date of July 13.

With that achieved, the following day should see the Ark become the first Merlin carrier, as the first front-line squadron of the new helicopters joins the ship.

July will see Ark Royal undertaking a series of trials in deeper water around the UK coast before returning to the BRDL facilities at Rosyth for any rectification work which needs to be done.

Then August 29 is pencilled in as the date on which she will finally leave Rosyth for her home port of Portsmouth.

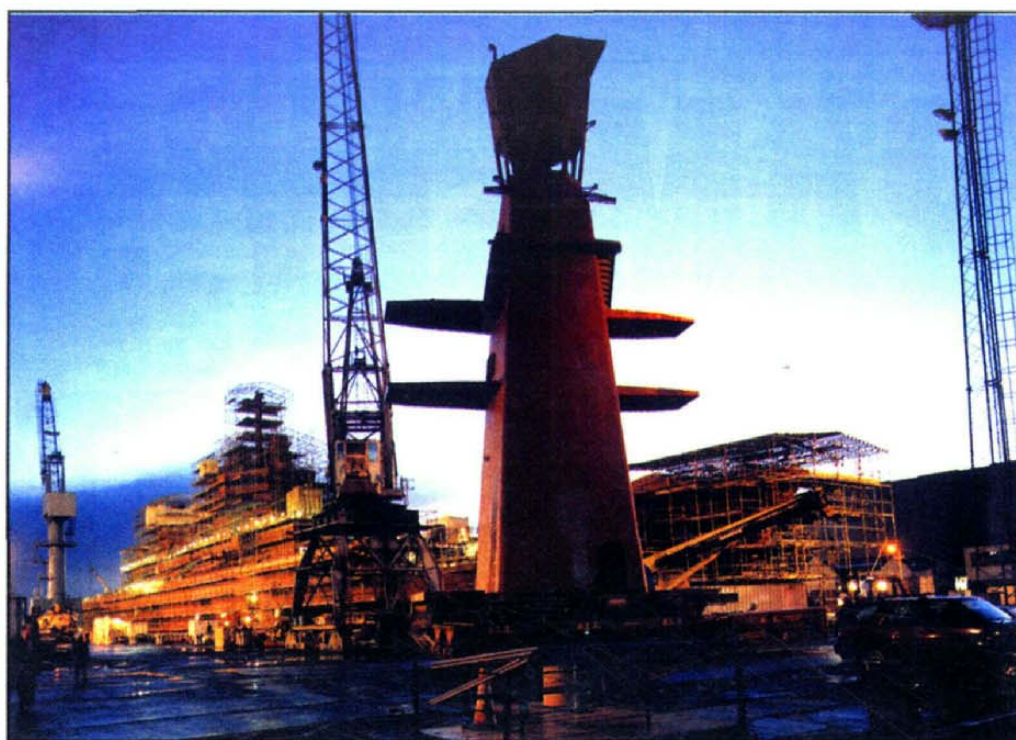
Ark Royal will officially recommission in November, and the ship is planning on a Royal guest for the event.

The period before Christmas will see further trials based on the Merlin squadron, by which time the pilots of Sea Harriers from 800 Naval Air Squadron will also be familiarising themselves with the ship.

The Ark will return to front-line duty next year.

The Ark's Assistant Media Officer, Lt Cdr Chris McLarnon, said that the ship was still a hive of activity, but that they were confident that the dates would be met.

"The other carriers have been very supportive and helpful in providing expertise and knowledge of how to do things," said Lt Cdr



● Preparations are made to hoist the new prefabricated main mast of HMS Ark Royal into place during her refit.

Picture: Mike Tazioli (BRDL).

McLarnon.

We are looking for the best ways to approach things, and that extends as far as picking up the telephone to one of the other carriers and asking: How do you guys do this?"

Among the major tasks undertaken since the carrier arrived at Rosyth in June 1999 was the preparation of the hangar and flight deck for the arrival of the Merlins, which are taller, wider and heavier than the Sea King variant it replaces.

The supply of stores to the ship, which required a detailed and lengthy programme, is now well under way.

Safety equipment has been

installed, including hundreds of fire extinguishers, hoses and sets of breathing apparatus.

And compartment hand-overs continue to gather pace as more and more areas of the ship are received back by their departments.

Many offices and cabins have already been equipped with NavyStar computer terminals.

Ark Royal received a new custom-built main mast as part of her refit, and tests are being carried out on the mast's sensors and communications equipment.

Similar checks are being made on the boat bays, aircraft and magazine lifts prior to harbour acceptance trials.

Pioneering test system will keep Merlin flying

WHEN the first front-line squadron of Merlin helicopters joins HMS Ark Royal they will be embarking on a ship with an unprecedented ability to keep them in the air.

The aircraft carrier has been fitted with a unique avionics test system which will dramatically reduce the time it takes to trace and repair faults in the state-of-the-art anti-submarine helicopter.

The Merlin Avionics Test System (MATS) was installed in the ship in the first ten days of April and it marks a quantum leap in 'at sea' support for Naval helicopters.

MATS is made up of an electrical maintenance room and instrument maintenance room, and it can pinpoint faults in more than 140 line replaceable units, from the active dipping sonar to the windscreens wiper motor.

The units can be 'plugged in' to the system for an immediate fault diagnosis, and speedier repairs will mean more helicopters in service at any one time.

As well as being easy to use, it will also cut down on the amount of spares that need to be carried.

MATS was integrated by Lockheed Martin and subcontracted to SERCo who provided technical expertise and guidance.

Personnel from RN Air Station Culdrose, HMS

Ark Royal and Babcock International completed the installation team.

Al Bingley, Managing Director of Lockheed Martin UK, said: "The installation of the Merlin Avionics Test System in HMS Ark Royal is part of our on-going support to the Royal Navy to help them prepare for the introduction of Merlin into full operational service early next year."

"Merlin is a very important and successful programme for the employees of Lockheed Martin and we all look forward to seeing Merlin playing its crucial part in the future of the Royal Navy."

Jack Tarr to the rescue

WHO ELSE could Ark Royal turn to when they needed help on the catering front than a Captain Jack Tarr?

Capt Tarr is thought to have made British military history by sending the first TA team to serve in the galley aboard the carrier, with two chefs, Cpl Ron Peterson and Cpl Tom McCluskie, from the Catering Support Regiment.

The Army pair stepped in to help out as personnel moved back on board, and were mainly tasked with keeping 40 officers fed.



● Mrs Tracy Wilkinson, wife of Capt Peter Wilkinson (SM2), presents the Navy News decanter to Miss Rachel David, owner of Fair Wind, the winning horse in the Submarine Centenary Open Hunters Steeplechase at the Centenary Race Day at Exeter racetrack, organised by the Second Submarine Squadron.

Platoons join the big parade

TWO PLATOONS of submariners took part in the Plymouth Lord Mayor's parade to coincide with the centenary of the Submarine Service.

The Royal Navy presence represented the RN Submarine School at HMS Raleigh and the Second Submarine Squadron, based at Devonport Naval Base.

Leading the Submarine School guard platoon was one of the instructors, Lt Alan Dawson. The group was made up of both qualified and trainee submariners.

The Second Submarine Squadron marching platoon consisted of qualified submariners currently serving in Devonport-based Trafalgar-class nuclear boats, and was led by Lt Andrew Spears of HMS Torbay.

A Director of Naval Recruiting submarine float joined the parade, carrying members of the Plymouth branch of the Submariners Association.

Sculpture helps appeal

A BONE china sculpture, reminiscent of the memorial statue in the crypt of Westminster Abbey, has been commissioned by the RN Submarine Museum in Gosport.

Just 250 copies of the statuette have been produced, and they are available at £185 plus £6 insured postage each.

A donation from the sale of each sculpture will be made to the RN Submarine Museum Centenary Appeal.

Tireless is back

NUCLEAR submarine HMS Tireless, which underwent repairs in Gibraltar after a leak was discovered in her reactor cooling system, is fully operational again and preparing to take up her front-line duties.

Tireless, a Devonport-based Trafalgar-class attack submarine, was forced to drop out of last year's Naval Task Group 2000 by the defect.

Life skills taught

DEVONPORT Naval Base is hosting more than 1,500 children from Plymouth primary schools over the next few weeks in an annual safety scheme.

Junior Life Skills 2001, run by the Devon and Cornwall Constabulary, aims to raise awareness about everyday hazards, and to equip youngsters with the skills to deal with difficult situations by providing a safe environment for them to act on various scenarios.

WPC Hilary Steer, Police Youth Affairs Officer, said: "It's a very effective way of delivering vital messages in community safety and crime reduction."

"As I walk into schools each week, young people constantly approach me and relate their experience of Junior Life Skills."

Children aged 10 and 11 from more than 30 schools will each attend a half-day session and visit scenes run by the police, Transco, Devon Fire and Rescue, the Harbour Centre, road safety officers, British Transport and MOD Police, Coastguards, BT staff, doctors, nurses, health visitors and students.

This will be the last time the programme will be in the naval base – after eight years, a permanent building has now been acquired as a future Safety Centre for the city.

DARTMOUTH HOME FOR SCULPTURE OF 'SAILOR KING' —



AT CLARENCE House on May 2 the Queen and the Queen Mother were given a private view of a sculpture of King George VI – soon to be cast in bronze and put on permanent display at Britannia Royal Naval College, Dartmouth. Both declared it to be a good likeness.

The King, who as a young sub-lieutenant saw action in HMS Collingwood at the Battle of Jutland, is shown in the uniform of an Admiral of the Fleet, as if addressing cadets at the College.

The sculpture, by Philip Jackson, will be set above an inscription quoting the King on the subject of leadership:

"To my mind (the leader) must possess three great qualities. Personality, sympathy and above all idealism. Nobody can lead unless he has the gift of vision and the desire in his soul to leave things in the world a little better than he found them. He will strive for something which may appear unattainable, but which he believes in his heart can one day be reached, if not by him, by his successors, if he can pave the way."

An appeal fund for the sculpture was generated by Lt Cdr John Homersham Golds and brother officers of the 1939 Dartmouth Cadet Entry. Sadly, Lt Cdr Golds became ill and the project was taken up by the White Ensign Association – and the Gosling Foundation's contribution ensured the project's viability, with the fund being managed by the Association of Royal Navy Officers.

Captain Sir Donald Gosling presented the Queen Mother with a bronze maquette of the sculpture. He was accompanied by the Chairman of the White Ensign Association, Sir Michael Bett; the Commanding Officer BRNC Dartmouth, Cdre Mark Kerr; Secretary of the Gosling Foundation Mrs Anne Yusof; Lt Cdr Anthony Fletcher (1939 Dartmouth Entry; Chief Executive White Ensign Association Capt David Wixon; and sculptor Philip Jackson, whose other works include "The Yomper", commemorating the Royal Marines' role in the Falklands War, on Southsea seafront.

Blockade scenario sketched out by Jane's Editor

China submarine threat to Taiwan 'more likely'

CHINA'S burgeoning submarine force is marked out for special attention by the Editor of *Jane's Fighting Ships*, Commodore Stephen Saunders.

"While much attention has centred on Chinese surface and air forces, rather less attention has been given to Chinese submarines and the alternative, and some would argue more likely, scenario of a blockade of Taiwan," he writes in the foreword to the 2001-2002 edition.

He notes that China now has great numbers of submarines, many basic diesel attack versions, and that "the familiar environment of the South China Sea and low transit times to bases are also strong factors in favour of a submarine campaign, perhaps in conjunction with mining, as a preferred option if military force is to be deployed.

"The underwater environment is a great leveller when it comes to military sophistication and the presence of any submarine, however elderly, hugely complicates the life of the naval commander.

"If an example is needed, the influence of one Argentine submarine on British operations to recapture the Falkland Islands should not be forgotten."

Cdre Saunders observes that five nuclear-powered attack submarines are at the forefront of the force, but the majority of boats are diesel-powered and include a mixture of relatively modern Russian Kilo-class and indigenous Song and Ming classes with some 30 older Russian Romeo-class.

He also notes that China's "formidable" naval force is hindered by "a relatively unsophisticated command, control and communications infrastructure and low numbers of reconnaissance and airborne early warning aircraft" – which is a contributing reason why it lacks "a capability to project power over oceanic distances."

China is employing new experience and reverse engineering to attempt to catch up with the West with this technology, Cdre Saunders concludes.

In summary, a Chinese Ministry of Defence performance report – if such a document existed – "might contain a phrase like 'satisfactory progress to date, but a long way to go'."

— AND (AT LAST) AN ASSOCIATION FOR ITS OLD BOYS

THE PRINCE of Wales formally launched the Britannia Association at BRNC Dartmouth on May 16.

Though founded in 1905, the College has had no formal alumni association – or indeed any official mechanism to allow serving or retired officers access to its facilities – until now.

Prince Charles met College personnel and the Trustees of the new Association chaired by Admiral Sir John Brigstocke and unveiled a memorial lifebuoy.

The Britannia Association is open to all who have passed out from BRNC or those of Wardroom status who have served there. Membership will allow access to certain College services, provide grants for investment in the College now and in the future and co-ordinate and develop the non-publicly funded commercial aspects of BRNC, such as the Museum and shop.

Membership will cost £12.85 per year, though this is reduced to £10 for those choosing to make payment through Gift Aid and direct debit. Tel 07000 000 007 for further details.

● The Prince of Wales chats to PO(M) Jan Evers and Mid Jamieson after launching the Britannia Association.



HORNSEY GIRLS ARE SECOND'S BEST!

FOR THEIR outstanding fundraising efforts at Chatham Navy Days last year Second Sea Lord Vice Admiral Peter Spencer presented the King George's Fund for Sailors Navy Days Shield to Hornsey Carnival Court representatives at the KGFS annual meeting at the Mansion House.

KGFS Chairman Admiral Sir Brian Brown reported grants of close on £3m in 2000 – but noted that while the number of ex-seafarers will reduce by 50 per cent during the next ten years, those who will be over the age of 80 will double. (See Newsview, p 20).

● With Vice Admiral Spencer (left to right) are Gordon Rathbone, Chairman National Carnival Courts; Hornsey Carnival Queen Jane Lewis; and Carnival Princess Verity Lloyd.

Jack Force is helping to eradicate disease



● OM Aidan Johnson ensures Admiral Jeremy de Halpert is fully disinfected during his visit to farms in South Wales. JFOR, the Royal Navy element of Operation Peninsular, took stringent precautions to ensure the disease was not spread inadvertently, by thorough use of disinfectant and the provision of sterile oversuits for sailors as they went about their tasks.

MILES from the nearest radar screen, miles from a sonar suite – indeed, miles from the sea and the nearest warship – a group of sailors have been in the front-line of a battle.

The sailors have been pitched against the spectre of foot and mouth disease in South Wales, forming a vital link between the farmers, vets, slaughtermen, hauliers and other agencies.

Far from the familiar surroundings of his office in Faslane, where he is the Deputy Weapons Engineer Officer for the First Submarine Squadron, Lt Cdr Andy Mills, in charge of the Navy team in Wales for more than three weeks, appreciates that the work can be trying.

"It is a very harrowing Day One for these people," said Andy, watching OMs Owen and Christie helping herd sheep into a pen.

The OMs' team, No. 12, led by Lt Mike Davies – due to join HMS Sutherland as Navy News went to press – and completed by CPO Nick Cheshire, were on their first cull since arriving in Wales from their Hampshire base.

They had already had an early start – they were rounding up livestock at 6.30am, and the cull itself had started at just after 9.30am.

When Naval Secretary Rear Admiral Jeremy de Halpert

MIKE GRAY meets the sailors who are co-ordinating efforts to rid South Wales of foot and mouth disease

arrived at the farm to begin a fact-finding tour, the final 50 surviving animals were being penned into a corner of the field.

By the time the Admiral left for the next rendezvous, the only sound was that of a dumper truck shuttling between the field and an articulated lorry on the road.

"Lots of people think it's the sights and smells which affect you, but I think it's the transition from the baaing and mooing to the silence which is really hard to take," said Lt Cdr Mills.

"Some of them are a bit shell-shocked at first, because it is emotionally draining."

"They need to get a few beers in afterwards and talk to each other about their experiences."

For Operation Peninsular, the Navy enclave is a corner of a building in the Government tax office complex on the edge of Cardiff.

A White Ensign hanging from the struts of the suspended ceiling, and a cluster of posters of warships on the wall, declare this to be HQ1, and the place from which the activities of JFOR – Jack Force – across 42,000 sq km are co-ordinated.

From here POWTR H Hale carries out his job in unique fashion.

"I have been writing travel warrants from the back of my car, paying allowances in hotel lobbies, car parks and the like. It's a mobile Unit Personnel Office, I suppose," he said.

"But that's the way it has to be, because the teams are working hard, and working long hours."

"Some of them are out for a 6.30am start, and they might not get back until 2am. No member of the team works office hours – you only stop when you have finished."

The 20 Royal Navy teams, three- or four-strong with male and female personnel, are scattered around South Wales in hotels and B&Bs, itself a fair test of logistical lateral thinking.

These teams are relieved every fortnight, while turnover of HQ staff is on a three-week cycle.

The Navy in South Wales and Devon, like the Army in mid-Wales and Cumbria, is bringing management expertise to bear.

Although not there as administrators, there is an inevitable overlap as the military mind ponders each farm, organising the provision of men and machinery, slaughtermen, vets and lorries.

The first farm the Admiral visited was a slick operation – everything easily accessible, and the whole procedure, from first round-up to carcasses arriving at a rendering plant, will have been completed in one day.

The final location on the Admiral's tour was to demonstrate the other side of the coin – reached by a long, narrow, winding track, there was little chance of Team 3

getting a sealed articulated lorry to the site, so the two-day cull of 200 cattle and 1,500 sheep would require smaller trucks shuttling carcasses down to a trans-shipment point on the main road.

Meanwhile, Team 2 was standing back as the big lorries rolled out.

MID Nathan Dale is running Team 2 while waiting for his slot at the Joint Elementary Flight Training School; the presence of a pilot-to-be, just along the road from a 'Clubs' – LPT Paul Seymour of HMS Collingwood – and not too far from an instructor at the Submarine School at HMS Raleigh, CCWEA John Smith, is the clearest indication of how the will to get the job done transcends rank and specialisation.

Indeed, when OM Aidan Johnson joined the Navy, it is unlikely he ever imagined he would one day be asked to disinfect an Admiral, but there he was, liberally spraying Admiral de Halpert's boots and the tyres of his car at the end of a farm track in the heart of the Black Mountains.

Lt Cdr Mills and Admiral de Halpert were convinced that the outcome would strengthen rather than break the spirits of those involved.

"They are getting a lot out of it. They are coming out of it better for it, even though it is hard," said Andy Mills.

"They have learned a lot about themselves, and about leadership."

"My regard for our young people has improved immeasurably. I had forgotten what a flexible, mobile and charismatic group of people the Royal Navy employs."

"They are a credit to themselves, and to the organisation they represent."

The Admiral agreed: "Although one can never be trained for the emotion and the management challenges of a situation like this, it

shows the quality of the people that we have and the quality of the training they get.

"Good common sense and Navy training allows them to deal with the problems in the environment in which we have seen them operate – and I was very impressed."

The Navy believes that their approach is paying dividends.

Andy Mills said that sailors were putting the feelings of the farmers first, talking to them and trying to alleviate the distress.

A Navy team, Lt Cdr Colin Biggs and CPO Debs Bashton, was following up by contacting farms to seek feedback on how each case was handled, thereby ensuring that standards were as high as possible.

And in a typical gesture, many of the teams over the Easter period were pooling their money to buy Easter eggs for the children at farms which had been affected – a small gesture, maybe, but one which speaks volumes about the character of those the Navy has deployed.

"Some of the farmers are keeping in touch with cards and letters, or have taken Jack out for a drink," said Andy.

"I think it's fair to say that the Navy is well-regarded by most farmers we come into contact with."

Back at HQ1 in Cardiff, as the time approached 6pm on a warm, sunny Friday, there was no sign of the pace slowing for the weekend.

Navy, Army and Civil Service staff all bashed away at their keyboards to a constant chorus of mobile phones, information was exchanged and the next step in the campaign was plotted on the dozens of maps stuck to corridor walls.

"I think it's important that the rest of the Service know what we have been doing here, and what a good job we have been making of it," said Andy as he prepared to brief his fellow officers.



● Rear Admiral Jeremy de Halpert stops at a road junction in the Black Mountains to talk to teams of sailors who have just arrived in Wales from HMS Raleigh in Cornwall. Admiral de Halpert, in his capacity as Naval Secretary, visited a number of teams during his fact-finding tour of South Wales farms affected by foot and mouth disease.

Royals find new patch

ROYAL Marine recruits have been lent a patch of land by the RAF to help with their training.

Trainees from 793 Troop (Recruit) Royal Marines Commando Training Centre at Lympstone in Devon could not use their normal training areas of Dartmouth because of foot and mouth disease.

They turned to the RAF at St Mawgan, who set aside a section of rough land inside the air station perimeter, allowing the troop to finish the last ten weeks of their 30-week course.

Although smaller than their normal training ground, it still allowed the Royals to practise close-quarter combat, trench warfare and field manoeuvres.

■ Britannia Royal Naval College stepped in when foot and mouth threatened to force the Dartington Morris Men to abandon their traditional May Day dance.

Traditional sites such as Hay Tor were out of bounds – and the dancers needed a high point to greet the sun and herald summer.

That high ground was provided by the Naval establishment, high above the town, thus maintaining the tradition.

Anglesey tangles with tanker

HMS ANGLESEY came a cropper in a tangle with an oil tanker, but everybody was very happy with the result.

The Island-class patrol vessel took a break from fishery protection duties to act as the focal point of Operation Snowdon, the last in a series of exercises aimed at improving rescue co-ordination between the Coastguard, lifeboats, the Fire Brigade and the RAF.

Anglesey played the role of a cadet training vessel on passage from Liverpool to Swansea, losing two cadets overboard in the imaginary collision with a tanker in a busy sea lane off Anglesey in North Wales.

As part of the scenario, the Moelfre

lifeboat was launched to search for the cadets.

Meanwhile, members of the North Wales Fire Brigade were winched on board the patrol vessel by a Royal Air Force Search and Rescue helicopter after an unscheduled visit to nearby mine countermeasures vessel HMS Middleton to free two crew members who pretended to be trapped below decks, attend to three 'casualties' on the upper deck and to clear an imaginary chemical spill caused by a drum falling from the deck of the tanker involved in the collision.

Senior firefighter ABO Impett said: "We've learnt a lot about command and

control of a complex multi-unit exercise, as well as the more down-to-earth problems of operating on a moving platform."

The Commanding Officer of HMS Anglesey, Lt Cdr David Wyatt, was also pleased with the proceedings.

"Exercise Snowdon has been a valuable experience for all concerned, and I'm delighted that we've had this opportunity to be involved in a multi-incident exercise involving such a variety of emergency services," he said.

"It has certainly benefited the ship's internal organisation for dealing with the Coastguard and fire brigade."

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● Hunt-class mine countermeasures vessel HMS Quorn.



Quorn is last of the Hunts

HMS QUORN was the 13th and final ship of the glass reinforced plastic Hunt-class ships which replaced the venerable wooden-hulled Ton class.

These mine countermeasures vessels are both minesweepers and minehunters, in that they can tow equipment to detonate magnetic or acoustic mines, and can hunt individual mines using sonar.

Hydraulic winches and davits are used to deploy the sweeps – a more sophisticated version of the traditional task carried out by RN ships for decades.

But minehunting using high-definition sonar is a more recent development. Such sensors can detect small objects on the sea bed at great depths and over long ranges, and can help classify the nature of the object detected.

When a device is identified, it can be dealt with either by diver or by the ship's RCMDS (Remote Controlled Mine Disposal System) – an unmanned submersible, controlled by the ship, which surveys the area and lays explosive charges.

To maximise the chance of success while operating against mines, Quorn and her sisters use a slow-speed propulsion system, aided by a bow thruster. Her main diesel engines give her a top speed of around 14 knots.

With her hull and most of her superstructure having been constructed of plastic, Quorn has a small magnetic signature, protecting her from magnetic mines.

Yet the structure is strong enough to withstand the severe shocks which may be expected in the course of minesweeping duties.

Equipment on board, including stores and machinery, have been measured so as to take their magnetic influence into account, and the noise signature of the ship has also been minimised by tuning and matching of main machinery, and judicious use of resilient mountings.

This time last year Quorn was involved in operations in the Baltic, which took her through until the summer.

She then joined in the round-Britain Meet Your Navy initiative, visiting Larne in Co Antrim before returning to the Baltic in October for live mine countermeasures operations in the Gulf of Riga off Latvia.

Quorn, under the command of Lt Cdr Jason Scott, is currently on operational sea training out of Faslane in Scotland, and will be making a visit to Bristol before she sails for a lengthy deployment to the Middle East in the summer.

Looking further ahead into next year, the ship will take up duties with the Fishery Protection Squadron.

Destroyer was sunk after several near misses

ONE of HMS Quorn's two predecessors was a minesweeper – and the other almost came to grief more than once because of mines.

The first Quorn was built by Napier and Miller in Glasgow, and was launched in the summer of 1917.

She served with the 2nd Fleet Minesweeping Flotilla, and was sold to be scrapped in 1922.

The second Quorn was a Hunt-class destroyer, built by J.P. White at Cowes on the Isle of Wight and launched in March 1940.

After a month with the 21st Destroyer Flotilla, she joined the

16th Flotilla at Harwich for convoy protection, anti-shipping and patrol duties.

She was damaged in April 1941 by two bombs which exploded yards off her port quarter, and four months later sustained damage to her port bow when she set off a mine while she was on passage from Harwich to Chatham.

She was back on duty by the September, but in April the following year she hit another mine while travelling at 20 knots, blowing a 9ft by 15ft hole in her hull.

In October that year Quorn was part of a force which sank the

German raider Komet in the Channel and set fire to two minesweepers.

Quorn was sunk in heavy attacks while escorting personnel convoys during Operation Neptune, with the loss of 130 men.

BATTLE HONOURS

North Sea 1941-44
English Channel 1942-44
Normandy 1944

Facts and figures

Class: Hunt-class MCMV
Pennant number: M41
Builder: Vosper Thornycroft
Launched: January 23, 1988
Commissioned: April 21, 1989
Displacement: 750 tons loaded
Length: 60 metres
Beam: 10 metres
Draught: 3.4 metres
Speed: 14 knots
Complement: 45 (5 officers)

Main machinery: Three Ruston-Paxman Deltic 9-59K diesels; two shafts; bow thruster
Weapons: 30mm Mk1 gun; 7.62mm machine gun and 20mm gun mountings
Sensors: Plessey 193M Mod 1 minehunting sonar; Mil Cross mine avoidance sonar; Type 2059 for tracking submersible

AIRCRAFT OF THE ROYAL NAVY No 56

● A Fairey IIIC and (below) the IIIB.



Fairey IIIA-C

INTENDED to operate as a carrier-borne reconnaissance aircraft with the Grand Fleet in World War I, the Fairey IIIA was fitted with a wheeled undercarriage or skids. Few saw active service and by 1919 were declared obsolete.

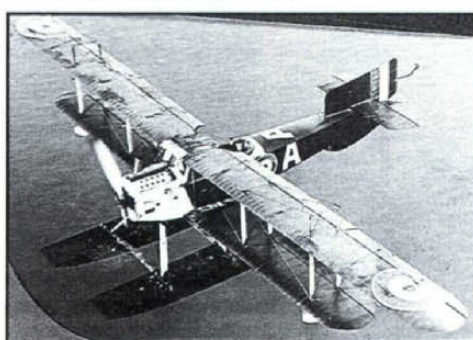
The floatplane bomber version of the IIIA, the IIIB, differed mainly from the other variants in having its top wing of significantly greater span than the bottom. Few of the 25 built had entered service at coastal air stations before the end of the war.

Like its predecessor, the IIIB was powered by a 260hp Sunbeam Maori II engine giving a top speed of 95mph – about 10mph slower than the IIIA. Climb rate was almost 18 minutes to 6,500ft, endurance was 4.5 hours and service ceiling 10,300ft.

Next development of the design was the IIIC whose 375hp Rolls-Royce Eagle VIII engine boosted top speed to 110mph, gave a climb rate of 2 minutes 20 seconds to 2,000ft, an endurance of 5.5 hours and a service ceiling of 15,000ft.

Considered as the Navy's first general-purpose seaplane, the IIIC fulfilled the roles of both the IIIA and IIIB.

The C variant entered service too late for action in World War I, but did see active service in the seaplane carrier HMS Pegasus, based at Archangel in 1919 as part of the North Russia Expeditionary Force.



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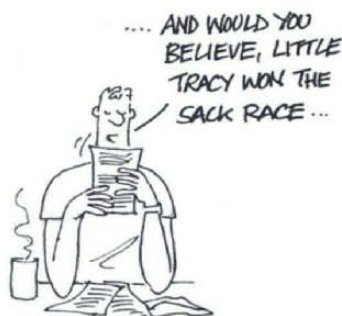
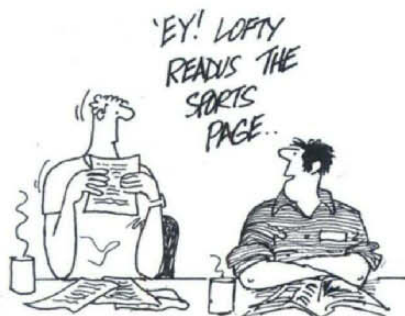


Letters



JACK

BY TUES



Madden of Warspite

AS A serving corporal of Royal Marines my war was spent on board HMS Warspite from August 1939 to September 1943. I saw many officers come and go, but of them all Cdr Charles Madden remains in my memory as the epitome of what is meant by a RN commander.

Part of my duties was to serve meals in the officers mess and on occasions to take morning tea to the Commander. He was always most gracious and polite. As the Corporal of the morning watch it was also my duty to call the Commander and other officers five minutes before the ship's company fell in on the upper deck to be detailed for their different duties.

After weeks at sea and many disturbed nights after various attacks by night bombers we were, officers and men alike, suffering from lack of sleep. To my shame on this particular morning watch I was still asleep when the bugler sounded for hands to fall in.

Needless to say, the Commander was late for parade. "Did you call me this morning?" asked the Commander later on that day. "Yes sir," I replied, tongue in cheek. "Thank you," he replied and turned away. He knew quite well that I was lying, but being Sir Charles he appreciated that we were all very tired.

At the Battle of Crete we were hit by a 1,000lb bomb. From my book of poems *Soldiers of the Sea* I enclose this extract:

The side of the ship had lifted right up
Four gun barrels were swinging inside,
The rest of the battery was carnage indeed
A furnace where brave men had died.

A gold braided Commander was down on his knees
Praying, or so I thought then,
But gently and calmly, he was injecting morphine
Into what was left of his men.

That was Admiral of the Fleet Sir Charles Madden 1941-style, who died on April 24, 2001. — B. Hallas, Haxby, York.

From aircraft to washing machines

THAT'S my son Steve Noujaim flying the RN Historic Flight Sea Fury in the April issue. As an ex L/Wren AM(E) I did my technical training at Yeovilton in 1950 and have happy memories of HMS Heron.

In 1951 I was drafted to HMS Nuthatch, an RDU near Carlisle, and actually worked on Paul Morgan's WH588 before it left for Abbotsinch and the RAN.

In 1957 Steve flew it up from Southampton to Sywell and I "saw it in" — after 46 years. Not many ex airmechs get to do that! What a super aircraft. — Mrs Pat Noujaim, Aylesbury, Bucks.

READING in April issue about the proposed renovation of the Fairey Gannet at HMS Gannet brings back lots of memories of this particular aircraft.

I was a leading air mechanic serving in 819 Sqn from HMS Gannet from 1977-80 and was present when the aircraft arrived and was placed in its position at the main gate.

It was the only time in nearly nine years in the Fleet Air Arm that I worked on a fixed wing aircraft. Except for a spell with the Fleet target group, all my time was on rotary wing with 771/772/737/820 squadrons.

The preparation of the Gannet for "mothballing" involved inhibiting the engine with lubricant to preserve the condition of the engine and the removal of some of the electronic equipment for safe

storage.

It was also the job of the duty leading hand to supervise the men under punishment in the cleaning down of the aircraft with WD40, to help preserve the fuselage from corrosion.

It is nice to see that this aircraft will likely survive a few more years yet. — P. Macefield, Daventry, Northants.

I WAS interested to read of the submarine M2 and the Parnall Peto aircraft which she embarked in the 1920-30s.

Parnall's was a small company which commenced aircraft

production in Bristol during World War I and later established itself at Yate in Gloucestershire. In World War II it manufactured aircraft gun turrets.

In February 1941 the factory was bombed in daylight by a single enemy aircraft and was set on fire. Fifty-two people were killed and many more injured.

I was a member of the fire brigade which attended. The site was abandoned for the remainder of the war but was later re-established and the firm manufactured washing machines as a post war product. — R. Ford, Woking.

Survivor Ted brings back memories

CONGRATULATIONS to Mike Gray for his excellent interview with Ted Briggs (April issue). I spent the last two years of Service with Bob Tilburn, one of the three Bismarck survivors, in Colombo, Ceylon.

What a great Killick to be with — he was leading hand on the 3rd T.R.V. (Torpedo Recovery Vessels) Flotilla and one of the most cheerful matelots I served with.

I received a letter from him a few years before his sudden death (reported by *Navy News* in 1995) remembering happy times spent in Ceylon.

Thank God that unlike many of our long lost friends and oppos, we can enjoy old age because of their sacrifice. — G. Cooke, Great Yarmouth.

READING the article about Ted Briggs brought back many memories to me. My brother, Sig John Green, was killed on that fateful day in May, 1941. On my being called up in April 1942 I was sent to HMS Royal Arthur to train as a Signaller.

It was there that I learned that Ted Briggs had been drafted there and was assisting in the training of us new recruits. I immediately sought him out and he told me that he knew my brother as they were together in the same mess and that he had been killed before the shell that finished off the Hood hit.

I also had a couple of school mates serving in her — Sig Frank Tuxworth and AB Benny Stearne.

I also noted in the article that Ted served at Sicily and Salerno. I too was involved in both those operations, being badly wounded by a German shell at Salerno when it hit the landing craft I was on. I have wondered since if by any chance we had actually signalled to

each other when he was on board the Hilary, the headquarters ship for Combined Ops. — G. F. Green, Grimsby.

I WAS particularly interested in Ted Briggs' statement that he went over the starboard side of the Hood and after an interval found himself on the port side.

Later that year three or four of us went over the starboard side of the Repulse adjacent to the bridge and after what seemed a long time found ourselves on the port side, the ship being by that time well over to starboard but still afloat. We never solved the problem of how this came about and have not to this day. — G. Peters, Hermanus, South Africa.

Eastney's first boy

IT WAS with great personal interest that I read the article about Portsmouth Cadets Centenary (May issue). My father Charles F. Pitt was the first boy to be enrolled in the RMA Cadets at Eastney Barracks. He later served in the RMA Hoxha battery at Scapa Flow.

In the 1960s he presented a photograph of himself in the RMA Cadet uniform with a slouch hat to the RM Museum. His father, also Charles Pitt, was a colour sergeant RMA at Eastney. — F. C. Pitt, Exeter.

Last of the gunfighters?

WITH REFERENCE to HMS Andrew being the last RN submarine to have carried a deck gun (May issue), not knowing for certain when the Andrew was withdrawn from Service, I presume it was before the latter half of the 1960s, when I recall seeing an RN submarine of the Oberon/Porpoise type at sea in the Singapore area.

I thought at the time how odd it looked, just the bare gun sat on the casing with the "fin" behind. — D. McIsaac, Glenbarr, By Tarbert, Argyll.

Cdr Geoff Tall, Director of the RN Submarine Museum, says HMS Finwhale carried a portable Oerlikon gun in 1968. He should know — he was her Gunnery Officer at the time. This was not classed as a fitted deck gun, however. — Ed.

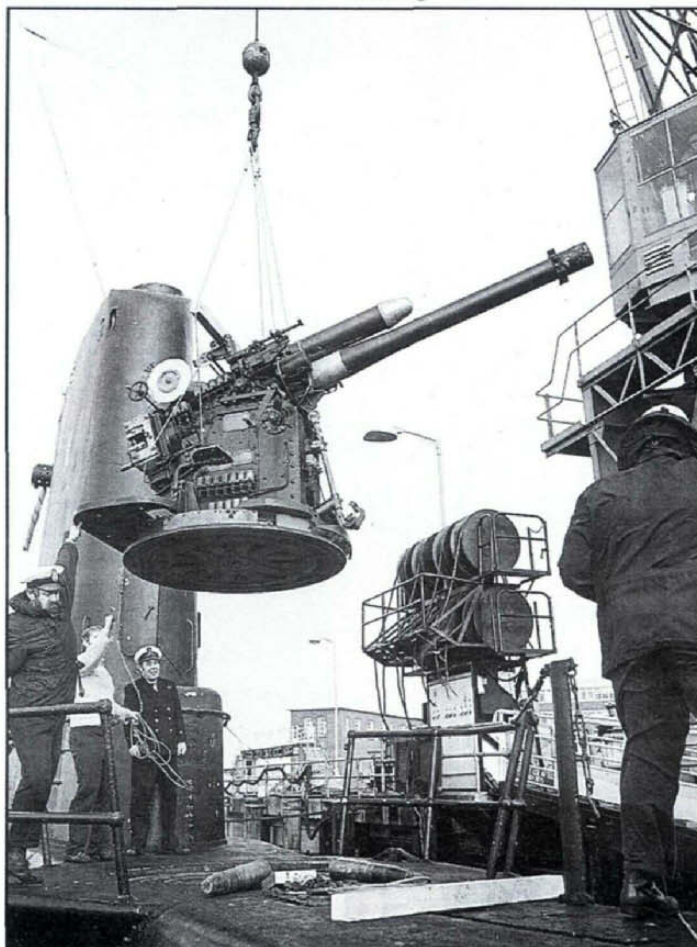
THE OPENING line "In May 1953 the submarine HMS Andrew arrived at Portland" is incorrect. We were still at sea, submerged, on the day of the Coronation on June 2, not then having completed the submerged voyage.

The reason we did put into Portland is that we were not allowed into HMS Dolphin at Gosport until the ships which had gathered for the Fleet Review had dispersed.

It was considered that the condition of the Andrew, with its paintwork flaking off, as can be seen in the photograph, was not good enough to be seen by the crews of those other fine immaculate ships which had been spruced up to take part. — T. E. Holden, Nether Kellet, Lancs.

THE PHOTOGRAPH of HM Submarine Andrew was taken at Portland on June 15, 1953, an hour or so after her arrival mid morning after the world's first submerged crossing of the Atlantic Ocean. She was the first RN boat to be fitted with a ring-float snort. — R. J. L. Fry, Weymouth.

● Before she paid off in January, 1975, HMS Andrew had her deck gun carefully removed at HMS Dolphin, Gosport, where it is now preserved at the RN Submarine Museum.



No. 563 48th year

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'Bless us Lord and keep us free ...'

I ENCLOSE a photograph which might be of interest to you, taken at the Gunnery School, Whale Island, Portsmouth sometime around 1923. My father-in-law was an instructor there before he took his pension in 1924. — J. Foster, Sidmouth, Devon.

The picture shows the POs' Mess. Note the embroidered samplers hanging above the beds, "Bless us Lord and keep us free" etc. Standard issue, or provided by the nearest and dearest? In either case, when did the practice cease? — Ed.



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Letters



War graves: 'look, don't touch' line just isn't working

I MUST take issue over the letter from CPOWEA M. Taylor (May issue) and suggest that he puts the sensitive subject of unauthorised diving on military maritime graves into a proper perspective and gets his facts right instead of trying to put up a smokescreen.

My enquiries as an investigative journalist show that the call for controls came from respectful and law-abiding divers themselves.

"You look into the holds and you see human remains. The fact that you see bones makes it feel like a grave. I realised that what we were doing was sacrilegious," said one source.

I understand that at least 95,000 declaration forms were sent out during the Wreck Amnesty. According to the press release issued by the Maritime and Coastguard Agency, a substantial number of unstable explosives recovered from World War I and II wrecks were "brought to light". In one particular case 89 live and unstable shells were removed from one address.

Items reported included port-holes and various brass fixtures and fittings as well as other artefacts. This would appear to be merely the tip of the iceberg.

Unfortunately, the reality of "self-regulation" is defined as the preservation of self-interest and is open to abuse. The "look but don't touch" philosophy sounds good in theory but doesn't seem to work in practice. I have been shown amateur video which knocks this into a cocked hat,

where it is blatantly obvious that underwater snappers have no knowledge of Naval fittings (other than the brass seekers) or indeed any concern for sensitive marine biology.

Military maritime graves are no place for fun, profit and self-interest. I am an associate member of the HMS Prince of Wales Survivors Association, also acting on behalf of the Force Z Survivors Association in Australia. — Shirley Ward, Teignmouth.

Merchant Marine?

WHILE reading my otherwise pleasing copy of *Navy News*, April issue, I was amazed and distressed to read on page 28 two references to the "Merchant Marine". This title is essentially one used in the USA.

When in 1924 King George V authorised the Merchant Navy uniform, the Service was officially titled "His Majesty's Merchant Navy".

During World War II we were all issued by the Ministry of War Transport with the official lapel badge "MN".

Before 1924 the term "Merchant Service" seems to have been generally used; "Merchant Marine" has never been used in the British maritime world. "Mercantile Marine" was used to denote the trade, but not the Service. — D. H. R. White, Croydon Park, New South Wales.

Torpedo error

YOUR report in the May issue stating that HMS Protector was torpedoed off Crete was wrong. We were torpedoed between Port Said and Alexandria by two Italian torpedo bombers, on our way to pick up more nets to deliver to Port Tewfik. I was a Boy Seaman at the time. — S. Payne, Torquay.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information.

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Flight safety trophy is presented to 846 NAS

THE BAMBARA Flight Safety Trophy for 2000 has been awarded to 846 Naval Air Squadron.

This prestigious award is made in recognition of the contribution made by aviators within the flight safety arena.

846 Squadron led and provided a significant part of the air group for two busy Amphibious Ready Group deployments to the Mediterranean.

Both demonstrated the squadron's flexibility, culminating in short-notice diversions to Sierra Leone.

Flag Officer Maritime Aviation Rear Admiral Iain Henderson visited RN air station Yeovilton to present the trophy to the squadron's Commanding Officer, Lt Cdr Jonathan Burgess.

The squadron operates Sea King helicopters.

Navigators follow a tricky course



● HMS Sutherland conducts a run in Loch Torridon on the West Coast of Scotland.

Picture: PO(EW) Lenihan.

TYPE 23 frigate HMS Sutherland has been visiting some of the most spectacular scenery around the British coasts – but many of those on board have been rather too busy to admire the views.

The ship has been playing host to the Navy's toughest navigation course – two weeks of intensive day and night pilotage, with runs in confined waters around the UK.

Locations used included Loch Torridon, Jura, Islay, Scapa Flow, Mull of Kintyre, the Solent, Pembrokeshire, North Devon and the Channel Islands.

Those who pass the Specialist Navigator course, administered by staff from HMS Dryad, are qualified for a wide range of high-profile jobs, including navigating the Navy's aircraft carriers.

First Sea Lord awards medals

FIRST SEA Lord Admiral Sir Nigel Essenhigh has presented medals to more than 60 assorted ranks from all three Armed Forces in recognition of their service in Kosovo.

More than 60 assorted ranks paraded in front of the First Sea Lord and Commandant General Royal Marines, Major General Robert Fry, during the presentation at the headquarters of 3 Commando Brigade, Stonehouse Barracks, Plymouth.

Those present had been carefully chosen to ensure that every unit which took part in Operation Agricola IV between August 2000 and February 2001 were represented at the presentation.

The parade was flanked on three sides by members of Headquarters and Signals Squadron Royal Marines and the First Sea Lord praised the assembled personnel for their hard work in such a difficult environment.

The deployment of elements of 3 Commando Brigade to Kosovo was an unusual one for the Royal Marines and Major General Fry said that the Commandos were now busy with preparations for Exercise Saif Serria which takes place in Oman from August to December.

Commandos to receive Colours in Plymouth

FOR THE first time in nearly 50 years the three Royal Marines Commandos are to be presented with their regimental colours, in Plymouth.

The ceremony will take place on the Hoe on July 12 in the presence of the Captain General of the Royal Marines, the Duke of Edinburgh.

The spectacular event will be followed by a march through the city of Plymouth with colours flying.

The Royal Marines are viewing this as a great ceremonial occasion, and as a celebration of the close links between the Corps, the city of Plymouth and the West Country in general, said a MOD spokesman.

He added that the Royals have been a familiar sight on the streets of Plymouth since their formation in the 17th century.

The three Commandos present will be 40, 42 – which is based in Plymouth – and 45.

Pilot remembered

A MEMORIAL service has been held at Goose Green in the Falklands in memory of Lt Nick Taylor, the first Fleet Air Arm pilot to be killed in the 1982 conflict.

Lt Taylor, aged 32, died when his Sea Harrier, of 800 Naval Air Squadron, was brought down by anti-aircraft fire.

The service, attended by members of the Falkland Islands garrison and members of the public, featured the laying of wreaths, the sounding of the Last Post and a minute's silence.

Signallers sought

AN ARTIST is seeking ex-communicators and those with knowledge of semaphore signalling who could help her with a project which will involve sending a message along the Thames.

Beth Derbyshire hopes to put the project into operation in the autumn.

Contact her on 07771 787567, or e-mail message@291gallery.com

Students gain insight into FAA

STUDENTS from a number of University Royal Naval Units have taken part in an Easter flying camp.

The camp, headed by Lt Cdr Lee, involved two weeks of air experience flying the Grob G115 aircraft at the RN grad-

ing flight at Roborough and RNAS Culdrose.

The object was to provide an insight into the Fleet Air Arm, and as part of the camp tours were made of HM ships Ocean, Trafalgar and Campbelltown.

Divers go on public display

DIVERS from the Southern Diving Unit (1) proved a top attraction with a set of public displays at the National Marine Aquarium in Plymouth.

Around 1,600 visitors watched the SDU team undertake diving demonstrations in the deep reef tank.

Families had a chance to meet the clearance divers from Devonport Naval Base, who have dealt with 104 explosive ordnance disposal tasks – involving more than 3,500 items – since January 1 this year.

Their 'patch' covers the entire South West peninsula up to Swanage and Birkenhead.

SDU(1) Officer-in-Charge, Lt Cdr David Foster, said: "A couple of our divers went in the deep reef tank and their demonstrations were watched by more than 300 people each time."

"This was a particularly interesting feature of the open day, because usually diving doesn't lend itself to spectator interest – the minute divers disappear beneath the water surface you cannot see what they are doing."

It was also a chance to show the public examples of potentially lethal items which can be washed up on beaches, ranging from pyrotechnics used by yachtsmen to alert emergency services, and phosphorous marine markers to bombs and ammunition.

The display advised the public about the dangers, and who should be told if such objects are found.

Displays outlining the technology used by RN divers to carry out their work, including underwater engineering tasks for the Fleet, will run throughout the summer at the award-winning aquarium.



● Members of the ship's company of HMS Cardiff raise the White Ensign outside Cardiff City Hall.

Pictures: LA(PHOT) Mark Hipkin.

Cardiff pays a visit to the Welsh capital

HMS CARDIFF has paid a visit to the Welsh capital in order to exercise the right of the Freedom of the City.

The Type 42 destroyer was berthed in the city's flourishing docklands, and her ship's company marched through the centre of Cardiff with bayonets fixed, flags flying and bands playing.

Led by the Royal Marines Band, the ship's Executive Officer, Lt Cdr Simon Turnbull, was at the head of the parade, which brought city centre traffic to a standstill.

The salute was taken outside the City Hall by the Lord Mayor of Cardiff, Cllr Russell Goodway.

After the parade, members of the ship's company attended a reception in the civic buildings.

● The ship's company of HMS Cardiff march past the civic centre towards Cardiff Castle.

Capt Neil Morisetti, on one of his last visits as Commanding Officer of the ship, said: "It is a great honour to return here to the City of Cardiff in command of HMS Cardiff and as Captain of the Fifth Destroyer Squadron."

"I look forward to reaffirming our strong links with our home city and representing the City of Cardiff during all our visits."

With glorious weekend weather drawing the crowds to the waterfront, the ship welcomed more than 6,000 people during ship open to visitors.

The destroyer has now returned to her home port of Portsmouth, and is undergoing preparations for a docking and maintenance period which will last throughout the summer.



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WENDY, 29, slim attractive and single. Seeks single male for friendship. **Box June 11**

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People in the News



Marines begin 5,000-mile row

ROYAL Marines corporals Tim Welford and Dom Mee have set off from the coast of Japan at the start of a 5,000-mile row across the North Pacific to California, USA.

Their epic journey began at shortly after midnight on May 5 when they set off from Choshi after a favourable forecast from meteorologists.

The early part of the voyage is critical as the two Royal Marines attempt to navigate through a narrow corridor of currents in order to ensure that they are not held back unduly.

They must find the Kuroshio current and keep with it until they are far out into the ocean when the route becomes an issue of sheer determination.

The rowers, who hope to set a new world record by completing the voyage in 120 days, were given a highly emotional send-off from Choshi when they said they were humbled by the messages of support and the warmth and the generosity shown by everyone involved.

If successful, the men will step ashore in September when they reach the coast of California.



● **GOOD LUCK:** Tim Welford (left) and Dom Mee during a visit to a Buddhist Temple in Choshi.

Picture: David McCormick.



● **READY TO GO:** Tim and Dom with support team Al Kier and Harry Moody. Picture: David McCormick.

Navy pilot shows RAF how it's done

TOP GUN in the annual tactical flying proficiency competition at RAF Lossiemouth was Royal Navy Sea Harrier pilot Lt Phil Lee.

Lt Lee is on exchange with 617 Squadron RAF at Lossiemouth, the squadron which won last year's 'The Dambusters' of World War II.

Eight crews from 617 Squadron took part in the competition which involved demanding flying through the Glens and Bens of Northern Scotland, but the runaway winners were Lt Lee and his Tornado navigator, Flt Lt Paul Biffa Cole,

who won the competition overall and the Gilroy-Willbourne Trophy.

At the presentation of the trophy to the Fleet Air Arm pilot, who is known to his friends as 'Flea', the Commanding Officer of 617 Squadron, Wing Cdr Dave Robertson. He said: "The Squadron effort was magnificent, the results are self-evident of the team work involved."

"Not only did the aircrew deliver the goods but sterling endeavours of the ground crew resulted in all eight competing crews launching successfully at their allocated slot times."



● **TROPHY:** Royal Navy exchange officer Lt Phil Lee, a Sea Harrier pilot, and his navigator, Flt Lt Paul Cole, winners of the Tornado tactical flying competition at RAF Lossiemouth. They were presented with the Gilroy-Willbourne Trophy by Wing Cdr Dave Robertson (centre) in the presence of the rest of the squadron. The aircraft in the background is a Tornado GR4.



● **Earl Jellicoe, the second Earl, pictured on board HMS Iron Duke.**

Jellicoes visit HMS Iron Duke

A **LIVING** link with Naval history was made when members of the Jellicoe family visited the Type 23 frigate HMS Iron Duke.

The greatest Naval engagement of World War I was the Battle of Jutland, when Admiral John Jellicoe used the second HMS Iron Duke, a 26,500-ton super dreadnought, as his flagship.

The battle, on May 31, 1916, saw huge loss of life on both sides, but the Royal Navy's action ensured that the German Fleet remained in port for the rest of the War.

Almost 85 years later, the Dreadnought's modern day counterpart was delighted to welcome descendants of the Jellicoe family whose name will for ever be associated with Iron Duke.

During their visit to the frigate in Portsmouth, the CO of HMS Iron Duke, Cdr Ben Key, presented a photo of the current HMS Iron Duke to the Rt Hon Earl Jellicoe DSO, MC the second Earl.



● **INSPIRED:** Tim Stoltz, winner of the RN nuclear safety poster competition.

'Millionaire' idea earns £75 prize

SUBMARINER Timothy Stoltz has won £75 with a little help from the hit ITV quiz show 'Who Wants To Be A Millionaire?'

Although Tim wasn't actually on the show, it provided the inspiration for the design of a nuclear safety poster which has won first prize in a Navy-wide competition.

His poster reminds people that, when it comes to nuclear safety, there is no 'phone a friend, 50/50 or ask the audience!'

The top prize of £75 was presented with a framed copy of the poster by Commodore Laurie Brokenshire, CO of HMS Raleigh where Tim was undergoing professional training.

Tim, from Helensburgh, is due to join HMS Vigilant later this month.

People in the News



● **WINNER:** Aiden Kemp, who has won the Richard Jones memorial award for outstanding cadetship in the Royal Fleet Auxiliary.

Aiden is top RFA cadet

ROYAL Fleet Auxiliary engineer cadet Aiden Kemp is the first winner of the Richard Jones Award for outstanding Cadetship in the RFA.

The award was set up in memory of RFA Chief Officer Richard Jones who died last October. During his service with the RFA he helped to shape the training and career structure which cadets follow.

Aiden, from Bridport, began his cadetship as a GCSE entrant at Warsash Maritime Centre, Southampton, in September 1998, where he gained outstanding reports, representing his student group in the college's welfare forum.

His first ship was the landing ship RFA Sir Galahad where his performance was assessed as being significantly above requirements and he earned similar remarks after a spell on board the replenishment ship RFA Fort George.

While he was appointed to RFA Sir Galahad, Aiden spent a week at the Joint Services Parachute Centre and qualified as a freefall parachutist.

The award, an engraved, two-handled traditional Scottish drinking bowl known as a quaich, was presented to Aiden by Mrs Jane Jones in the presence of Commodore RFA, Commodore Peter Lannin, at RFA HQ in Portsmouth.

Harrier pilot follows in father's footsteps

FLEET Air Arm history was made at RN air station Yeovilton when Falklands fighter ace Cdr Sharkey Ward took to the skies in a Harrier with his son at the controls!

Cdr Sharkey Ward DSC, AFC, won fame during the Falklands conflict as the inspirational Commanding Officer of 801 Naval Air Squadron and his example was enough to make his son, Lt Kris Ward decided to follow his father's footsteps.

And his father was the guest of honour when he finally completed his Sea Harrier operational

flying training course at Yeovilton which clears him for front-line operations with the Fleet Air Arm.

To celebrate the occasion, Sharkey was invited to make his first Harrier flight – since retiring from the Royal Navy – in the back seat of a dual-control T-8 Sea Harrier training aircraft flown by Kris.

The Sea Harrier operational flying course which Kris completed was also remarkable in the fact that a fellow airman, Capt Phillip Kelly, became the first Royal Marines officer to graduate as a fixed-wing pilot for many years.

Capt Kelly had the honour of flying another T-8 Harrier with former Commandant General Royal Marines, General Sir Peter Whiteley, as a passenger. General Whiteley was one of the earliest Royal Marines officers to qualify as a fixed-wing pilot.



● **RARITY:** Capt Phillip Kelly, the first RM Officer to graduate as a fixed-wing pilot for many years.

The new machine is presented to Cdr John Clink by Gill Rogers of Brother UK and Peter Catchpole of Hampshire Sewing Machines.



Gift was tailor-made for HMS Kent

SAILORS on board HMS Kent will soon be sporting the smartest name badges in the Fleet after the presentation of a hi-tech sewing machine.

The Brother computer embroidery machine was paid for by the Shepherd Neame Brewery in Kent and it was supplied to the ship by

Hampshire Sewing Machines in Fareham.

The order came about after HMS Kent's Lt Rob Cogan was asked to find a capable and compact system which would be able to embroider name badges, badges and other designs required by the ship's company.

Family airborne at Fleetlands



● **Capt John Rimington and his son, Lt Anthony Rimington, before their flight at Fleetlands**

A FLYING visit to Gosport gave pilot Lt Anthony Rimington the chance to take off in a Lynx helicopter with his father, Capt John Rimington, Director of Naval Reserves.

The 'equipment acquaint' flight at Fleetlands was Lt Rimington's one and only opportunity to take his father for a flight.

Lt Rimington was about to sail on a six-month Atlantic deployment with the Type 22 frigate HMS Sheffield, and Capt Rimington is retiring.

Capt Rimington and his son come from a long line of distinguished Naval officers.

One of Lt Rimington's grandfathers was Cdr Michael Rimington DSO and the other is Capt H R K Bates DSC, who was decorated for pioneering work in radar which resulted in the sinking of the German battlecruiser Scharnhorst, on Boxing Day 1943, by HMS Duke of York.



PILOTS: Lt Kris Ward and his father, Cdr Sharkey Ward, at the Royal Navy air station at Yeovilton.



● **Commended:** CPO Thorley

Submariner commended

FEW submariners have a deeper knowledge of submarine operations than HMS Vigilant's CPO Graham Thorley.

His professionalism has earned him a commendation from Flag Officer Submarines, Rear Admiral Robert Stevens.

CPO 'Yorkie' Thorley joined the Navy at 16 and has clocked-up 20 years of service in HMS Resolution, HMS Victorious, and in his current billet as CHOPS (SSM) in HMS Vigilant.

His commendation read: "CPO Thorley has justifiably gained a reputation for being a totally dedicated professional."

"Employed on the nuclear deterrent, he has used his enthusiasm and unquenchable thirst for information to develop a wealth of knowledge, unsurpassed, not only in his own field, but also in every facet of SSBN operations."

"He is regarded as a master of his trade and has made a huge contribution to the operational effectiveness of HMS Vigilant."

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FORGOTTEN HORROR OF THE DUNEDIN

AT ONE of the most poignant of Naval reunions, the last four known survivors of a World War II sea tragedy have met again for the first time in 60 years.

They were among just 67 men who lived to tell the tale of the death of HMS Dunedin, a light cruiser with a complement of nearly 500 that was sunk in shark-infested waters in 1941.

However, their meeting in Henley was far from sparsely-attended: it brought in 160 – relatives and friends of the lost men and survivors, as well as those who had served in the Plymouth-based ship before

her last deployment. The attendance thrilled the organisers – Lt Cdr Chris Broadway RN (retd), Daniel Morgan (whose fathers were lost with the cruiser) and Stuart Gill, son of one of those who survive today.

Of the survivors, William Gill was a Royal Marine, Jim Davis and Harry Cross ABs, and Les Barter a boy seaman. They have become the nucleus of a newly formed Dunedin Society dedicated to filling a gap in the history books.

Lt Cdr Broadway's father, Lt Cdr Harold Broadway, was the Dunedin's Principal Medical Officer when she was torpedoed by a U-boat in mid-South Atlantic off St Paul's Rocks. Daniel Morgan's father was her executive officer.

Over half the ship's company

are estimated to have survived the actual sinking. But that was only the beginning of their terrible ordeal. Dunedin went down at 1.20pm on November 24 soon after she had made her routine position-course-speed signal. She may have had time to send off a distress call, but it was never picked up, and it was another 24 hours before the Royal Navy realised she was missing.

The nearest British warship was about 1,000 miles away, the nearest proper land at least 1,200 miles distant – and the Dunedin had been sunk far from the main shipping lanes. Rescue seemed hopeless.

The 250 or so men in the water suffered horrifically. The dwindling group endured four days under the tropical sun, clinging to any flotsam they could find. To add to their distress they were plagued by marine predators that hunted in the St Paul's Rock area.

First they were attacked by



● HMS Dunedin – her survivors faced a terrible ordeal. Only four (left) are known to be alive. With a model of their old ship they were pictured at their first meeting for 60 years. They are (from left) William Gill, Jim Davis, Harry Cross and Les Barter.

sharks – there were very many – then by small but voracious black durgan fish, a sort of salt-water piranha that can take a square-inch of flesh from a man with one bite.

Finally, they had to endure further agonies as a huge shoal of poisonous Portuguese man-o-war jellyfish drifted among them.

One by one they were dying and their hopes fading. But by sheer luck a US freighter, the Nishmaha, had suffered engine failure in the area and while the crew worked desperately to get

her going she drifted well outside the shipping lanes.

When she did get under way again she was far off course – but by a stroke of amazing good fortune for the Dunedin survivors, she headed straight for their position.

By the time the ship spotted them there were only 72 left alive, five of whom died within 24 hours of being rescued.

The story of the Dunedin remains largely untold – partly, perhaps, because the crew's horrific fate was too fearful to be detailed, even to a public

which by 1941 had become inured to news of losses and disasters. Partly, too, because the sinking was overshadowed by the Japanese attack on Pearl Harbor which took place as the survivors were reaching safety.

Now Stuart Gill is writing a book to coincide with the 60th anniversary of the tragedy. At the reunion he said: "When I consider how little we knew about Dunedin when we started this project it is truly wonderful to see so many people here to pay their respects and to keep alive the memory of those who died."

More information about the Dunedin Society can be gained from Lt Cdr Broadway, Ridge End, Stantaway Hill, Torquay, Devon TQ1 4ER (tel 01803 329819). Or e-mail:

CHRIS@seabee.fsnet.co.uk

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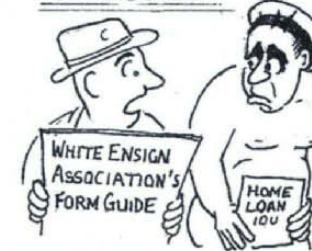


Moneywise

Finding your way around the re-mortgage maze

by David Wixon and John Roberts of the White Ensign Association

THE MORTGAGE STAKES



'Should you have read this first?'

loan gradually, or in a lump-sum at the end, having paid interest on the capital during that time. However, fashions and products change over the years.

The endowment policy-backed loan is losing credibility for a number of reasons – particularly because people are tending to lose confidence in low-cost endowment policies.

Repayment mortgages seem to have a touch of 'what you see is what you get', and guarantee that the mortgage will be paid off, providing you with a little personal control. But you do need life insurance cover.

Interest-only mortgages can be backed by ISAs, and these have become more popular. However, one needs to be aware that given a shaky ride on the world's stock exchanges for the next couple of years or so, the reputation of these could well suffer in the same way as endowment-backed mortgages.

The latest kid on the block is the flexible mortgage, which appears to be a combination of current and deposit, and loan account.

Such accounts boast monthly, fortnightly or even daily appraisals of interest, depending on the overall sum in debit and, in some cases, the interest rate on the day.

Our own reflection on such schemes is that the jury is still out. The Radio 4 programme *Money Matters* recently quoted some concerns that companies had about their own staff understanding the product, and particularly about their ability to quote the amount of mortgage outstanding at any one time. So take great care before embarking upon such a scheme.

An area of mortgage activity that can be mind-bogglingly complex is the question of rates, be they discounted, variable, capped or fixed – and whether or not redemption penalties apply.

There is really only one piece of general advice we have on this: keep it simple. The offer of low, fixed-rate interest rates for years means that the company offering the loan is desperate for your business, or their market analysts predict a period of falling interest rates.

It is almost always in the inter-

ests of those with mortgages to try to re-mortgage to lower monthly outgoings, provided there are no big penalties.

Most building societies welcome calls from their own borrowers who aim to improve their current deal, rather than lose them to other lenders. The climate is so competitive that it is highly likely this can be achieved at very little extra cost.

The advantage of going to your present lender is that such a re-mortgage would not attract revaluation and other costs, which would probably entail a fee of a few hundred pounds.

What should you do about this, and how might the White Ensign Association help? First, always ensure that you review your current position from time to time, and do your homework. Discuss your plans with at least two different advisers. Or discuss it with the White Ensign Association.

The Association is able to put you in touch with good brokers, and though there are few, if any, who provide free advice, they do have access to cheaper mortgages that are not available direct to the public.

The White Ensign Association has negotiated some discounts for those in the Royal Navy – and that could make all the difference...



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Helping Hands



In Brief

MONEY raised when Executive Officer Lt Cdr Dickie Payne auctioned off three floral centrepieces from a Valentine's Night function on board destroyer HMS York – a total of £192 – has been handed to the Macmillan Cancer fund.

The ship also raised £254 for Comic Relief on Red Nose Day by flying the flags "Pants to Poverty" and providing the 4.5in. gun and Phalanx with red noses.

ORGANISERS of a global motorcycle challenge are seeking Navy riders keen to see the world from a new perspective.

The Nick Sanders Motorcycle World Challenge will see riders cover 18,000 miles in 27 countries over 90 days in an event expected to gain wide media coverage.

Navy riders interested should ring 01650 511701 or 01650 511301, e-mail enquiries@nicksanders.com, or see www.nicksanders.com

SSAFA Forces Help's big brew-up week, raising money through a quarter of a million cuppas, will be from September 17-23.

Charities collocate to present united front

IN A MOVE which will provide a better service to those who need help, four Naval charities have now set up offices in a single location in Portsmouth.

And a senior figure in the Royal Naval Benevolent Trust (RNBT) has called for greater unity between the many charities which work in the Navy sphere.

Castaway House in Twyford Avenue, formerly headquarters of the RNBT, will now also house the main offices of the RN and RM Children's Fund, the Women's RN Service Benevolent Trust and the Royal Sailors Rests.

Sue Wilson-Fraser, RNBT Welfare Controller, said there are more than 100 Naval charities scattered throughout the country, some so small that few people know they exist.

Rear Admiral Tony Norman, president of the RNBT – the biggest of the charities – said the collocation was one small way of improving their performance.

He added: "I would also like to see all Royal Navy charities who are grant-giving charities collocated. We have space here, and I believe, in time, that that is the sensible way to go."

The collocation was officially marked with the unveiling of a plaque by the Lord Mayor of Portsmouth, Cllr Barry Maine – himself a former member of the Royal Navy.

Ticket to future

ANYONE with a memory to share about war or their time in the Services can contribute to the Royal Star and Garter Home Odyssey Project, when for a £10 'ticket' details of service, plus up to two photos, can be entered into a time capsule which will be opened in 100 years.

For details, ring 020 8940 1351 or see the dedicated website at www.OdysseyTimeship.com

Marines reservists take plane for a stroll

A TEAM of Royal Marines Reserves broke a world record by towing an airliner 100 metres at Manchester Airport.

But their reputation went before them – there was no opposition to challenge them for a British Airways trophy.

The event, organised by Kev Shackell of the RMR, saw reservists pull a 38-ton Boeing 737 jet the required distance in 43.2 seconds, beating the existing record by nearly four seconds.

Proceeds will go to the reservists' charity, the RMR Relief Fund, and to Destination Florida, which sends seriously-ill children on the holiday of a lifetime.

Next year's aircraft pull is being planned for May or June, and genuine contenders, in teams of ten, should apply to Kev on 07887 618245.

An entry 'fee' of around £1,000 is likely to be levied, with half going to Destination Florida and the remainder to the team's own nominated charity.

Kev has also arranged to plug into the British Airways foreign exchange scheme, whereby travellers give up loose change in foreign coins which BA converts to sterling for charity.

Kev is keen to see reservists, regulars and their friends and families donate their loose change to the scheme, with the proceeds again being split between the relief fund and Destination Florida.



● Admiral Tony Norman and the Lord Mayor of Portsmouth, Cllr Barry Maine, at the ceremony marking the collocation of four Naval charities.

Picture: LW(PHOT) Angie Pearce (SFPU).

Second chance to run

FOR those who missed the London Marathon – or who are gluttons for punishment – there is a chance to support the Royal British Legion in the Amsterdam Marathon on October 21.

The RBL has secured the only UK charity places in the race, and for an entry fee of £300 (including bed and breakfast, travel, fee, kit and pre-race dinner) and a

pledge to raise at least £1,000, you will get a chance to tackle this fast, flat course in the heart of the city.

All funds will go to the Poppy Appeal, which funds the Legion's resettlement and welfare work with serving and ex-Service personnel and their families.

For more details, contact the hotline on 020 7973 7285 or marathons@britishlegion.org.uk

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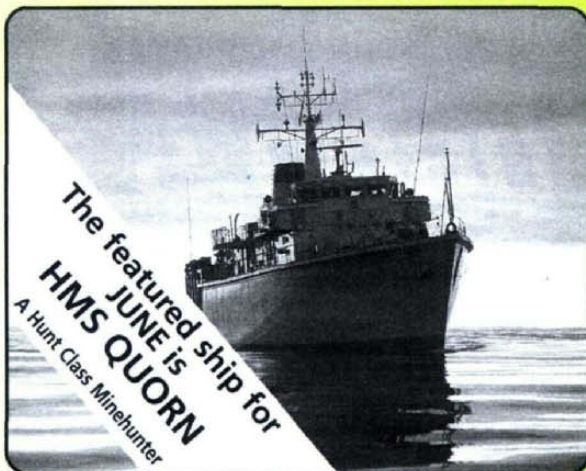
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Mountain biker ready

FORMER Wren Nikki Hamp aims to pedal 280 miles across the Andes from Chile to Argentina and back to raise money for Sense, the national deafblind and rubella association.

Nikki (nee Smith), whose husband Colin is still serving, left the Navy in 1989 after ten years as a Wren Weapon Analyst, a squadron staff officer and a met forecaster.

She hopes to raise £2,250 during her trip in November, and she has arranged some fund-raising events.

If you would like to support Nikki contact her on 01202 873655.

Submariners scale heights

THREE members of the ship's company of HMS Vanguard managed to scale Mt Everest and K2 between them – while under water.

The men used Versaclimber gym equipment to make the ascent in 30-minute stints while on patrol.

They achieved the required height of 57,278ft in six hours, raising £701 from the ship's company for the St Andrew's Children Society in Dunfermline.



● Sailors from HMS Cardiff are under starters orders in Portsmouth as they prepared to cycle almost 150 miles from the destroyer's home port to the Welsh capital. The cyclists planned their trip to meet their ship as it arrived in Cardiff. Money raised will go to the ship's charity, the children's ward of the city's University Hospital.

Namibian trek

A DESERT trek in aid of a landmine clearance charity will be staged in October.

The Mines Advisory Group – MAG – is organising the event for 60 venturers, including BBC correspondent Gavin Campbell, which will take place in the sands, gullies and mountains of Namibia.

For details, including fees and minimum sponsorship, contact Kath Simonds on 0161 236 4311 or e-mail kath.Simonds@mag.org.uk

Chaplain swims to Portsmouth



NAVAL chaplain Mike Brotherton is well on his way in an attempt to swim from Helston to Portsmouth.

But you won't see him ploughing up the Channel – he is doing it in stages at the swimming pool at RN air station Culdrose, where he plans to cover the 237-mile distance for the Sharron Davies 'Swim for Life' challenge in aid of the fight against muscular dystrophy.

Mike has swum 86 miles since January, and raised more than £500, but would welcome any more donations, which can be sent to the Chaplaincy, RNAS Culdrose, Helston, Cornwall TR12 7RH, with cheques made payable to 'Swim for Life'.

● AEM Parkes, of 810 NAS, supervises one of Mike Brotherton's swimming sessions in the Culdrose pool.

IN BRIEF

Memorial for Neptune dead

SAILORS killed during the D-Day landings are to be honoured with a new memorial at Hermanville in Normandy.

Operation Neptune was the Naval element of Operation Overlord and the memorial will be the only one dedicated to the Allied navies which took part.

Hermanville was part of Sword Beach on D-Day and the memorial is to be unveiled on June 6 by Capt John Gower who commanded HMS Swift during Operation Neptune (See page 29).

The memorial was proposed by D-Day veteran David Cottrell who has spent the last seven years making the idea a reality, and he is still trying to raise the final £2,000 needed to pay for it.

The Mayor of Portsmouth will be among the guests at the unveiling and Mr Cottrell would like as many Neptune veterans as possible to attend. For details, or to make a donation, contact Mr Cottrell on Bristol 0117 946 7326.

NAAFI launches 'Cars Direct'

NAAFI has set up a car sales operation designed to supply sailors, soldiers and airmen with new cars at wholesale prices.

NAAFI says that 'Cars Direct' will provide a one-stop shop for anyone wanting to buy a new car, with a huge saving on the normal UK retail price.

Finance, part exchange, insurance and delivery can all be handled by NAAFI, who will also be arranging special offers which will be promoted in stores every month.

NAAFI's Financial Director, Al Voice, said: "For many years now our customers in Germany have been able to buy cars tax free from NAAFI but now, with NAAFI Cars Direct, our customers in the UK have an easier way to buy a new car with really excellent cost savings."

For more details, call 0800 085 6190.



● Cdr Keith Blount, CO of HMS Somerset, and the Defence Attaché, Commodore John Milne, with the veterans and the colour guard. Picture: POMEA Bob Hunt.

HMS Somerset in moving visit to Kalamata

HMS SOMERSET anchored off the Greek town of Kalamata for a ceremony commemorating the 60th anniversary of the Greek Campaign during World War II.

The Brotherhood of Veterans of the Greek Campaign organise a commemorative visit every year as a memorial for the men who were lost in battle during the evacuation of troops from Kalamata in 1941.

HMS Somerset was represented by her CO, Cdr Keith Blount, and a White Ensign party and the Ship's Guard marched from the harbour to the memorial service.

On the evening before the service the Defence Attaché to Athens, Commodore John Milne, hosted an official reception for members of the Brotherhood of Veterans of the Greek Campaign and their families, the Mayor of Kalamata and representatives of the Greek armed forces.

The evening proved to be a humbling experience for the ship's company as the extraordinary tales of valour and heroism of the modest octogenarian guests were extremely moving.

One man kissed the deck of the ship on being helped up the accommodation ladder, before

explaining to the Captain that the last time he had been on a Royal Navy Warship was 60 years ago in the very same bay.

Another veteran celebrated his 89th birthday that evening and there were guests in their 90s who were determined to continue their annual pilgrimage to Kalamata in order to honour their fallen comrades.

Many widows of those that died 60 years before were also able to travel with the Brotherhood of Greek Veterans in order to remember their loved ones.

The memorial service was held at the monument erected by the Brotherhood of Veterans and the service was conducted in Greek and English by the Revd Richard Palmer and a Greek Orthodox Priest for Greek war veterans and members of the Greek Armed Forces.

The "We will remember them..." oration was read by Edgar Harrison OBE, MC, BEM, and wreaths were laid by servicemen who escaped from the beaches, men who were taken prisoner, war widows and representatives of the Red Cross and Greek and British Armed Forces.

'The Last Post' was played by Royal Green Jacket Rifleman Davies from HMS Somerset's affiliated regiment, and the flags were lowered.

Local bands then played the national anthems, and there were general salutes from the Greek and Royal Navy guards present before Lt Paul O'Shaughnessy and CPO James Wharton marched the White Ensign party and the Guard from away from the memorial through an enthusiastic crowd of families and onlookers.

After the Service the Mayor of Kalamata hosted the visitors to drinks and lunch at a local taverna and the ship's company were able to relax and enjoy the small but very welcoming Greek town before sailing the next morning.

After Kalamata, the Somerset set sail for Toulon for Exercise 'Trident D'Or' with the French and other allied navies.

She is also due to visit Palma in Majorca and the ship returns to her home port of Devonport for scheduled maintenance in June.



HMS Kent welcomes former captain

BACK in 1976 former First Sea Lord Admiral Sir Jock Slater was Captain of the guided missile destroyer HMS Kent.

So the Admiral was delighted to find "the great Kent spirit" alive and well on board his old ship's modern day namesake when he visited the new HMS Kent at Portsmouth Naval Base.

Admiral Slater was invited to visit the latest Type 23 frigate by the

ship's Commanding Officer, Cdr John Clink. He was particularly pleased to see so much memorabilia from former Kents all around the ship and he added to their collection by presenting a carved wooden cigarette box made by one of Kent's previous sailors.

The former First Sea Lord went on to take command of the aircraft carrier HMS Illustrious and he was joined on his visit to HMS Kent by the current CO of HMS Illustrious,

Capt Charles Style, and by Flag Officer Surface Flotilla, Rear Admiral Ian Forbes.

HMS Kent has recently completed basic operational sea training and Admiral Forbes was keen to see his latest unit and meet the ship's company.

The visit also provided an ideal opportunity to present commendations to HMS Kent's Lt Rob Williams, LOM Paddy Higginson and LOM Stuart Bennett.

Ipswich cadet wins prestigious prize

THE Lord Lieutenant of Suffolk's award for the best CCF Cadet has been won by PO Samuel Carter of Woodbridge School, Ipswich.

The award was presented by the Deputy Lord Lieutenant at Ipswich TA centre. Guests at the presentation of Sam's certificate (pictured below) included his Officer in Charge, Lt Lou Van Zwanenberg, and the Royal Navy representative, CPO (M) Scouse Gregory.



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Navy News looks back to a time when animals had a role to play in the Service

Sea dogs, ship's cats and a battleship bear



● Baby-san the dog with Leading Sick Berth Attendant L. Trembah in HMS Consort. The puppy, adopted by the ship's company while in the Japanese port of Kure, lived on board until she was lost on the guerilla-held island of Paeng-Yong-Do off North Korea in February, 1953. Consort had to sail without her, and a message was sent to the guerillas informing them of the ship's loss. Five days later a signal was received saying that the dog had been found. As operational commitments prevented Consort from returning, HMS Crane picked up Baby-san and she was passed on to Consort in Hong Kong.

All pictures courtesy Imperial War Museum.

FROM marauding bears to enemy pigs, fast-growing reindeer to foul-mouthed parrots, the Royal Navy was traditionally home to a variety of animal life.

The Napoleonic man o'war could be a veritable ark, with livestock spread throughout the decks.

Pigs, sheep, goats, hens and geese were common in Nelson's navy, as the only reliable way to provide fresh meat milk and eggs while out at sea.

Although more usually the possessions of the officers – Nelson ordered a dozen sheep, hay, fowls and corn for HMS Victory in the early 19th century – the men could also keep livestock, with permission from the First Lieutenant.

The larger beasts usually lived in a manger under the fo'c'sle, while the chickens were kept in a coop forward on the main deck.

As domestic arrangements improved on board warships, the need for small floating farms decreased, and, apart from the ubiquitous rats, the only animals seen in units of the Fleet were mascots or gifts.

Of course, sailors were nothing if not ambitious in this respect, and stories abound of fluffy young creatures which rapidly outgrew their surroundings.

Trotsky the bear was one such animal. Given to the crew of HMS Ajax in February 1920 by grateful White Russians whom the battleship was supporting, the two-month-old brown bear cub proved an instant hit.

He spent much of his time under Q turret amidships and ate the same food as the crew, and when old enough was allowed to wander freely round the ship.

He sometimes disappeared for a cou-

ple of days, and was tame enough to snuggle up with crewmen during afternoon naps on the upper deck.

But his wandering habits finally proved his undoing.

He had a penchant for swimming across to other ships at anchor in Malta, requiring the calling of the Ajax Bear Recovery Party until the Fleet trusted him to wander round their ships, as well as the dockyard when Ajax was in dry dock.

One night in August 1921, on a raid, Trotsky came across a sentry. Seeing the uniform he rose up and walked towards the startled man – who, not having been told of the bear, immediately shot him.

Trotsky was buried with full military honours.

One British wartime submarine returned from Russia carrying a young reindeer, again a gift from the Russians, which had to be evicted from the control room on several occasions on the long haul back home.

When her supply of moss ran out, she moved on to the crew's rations.

There were those who still worked for their living at sea, perhaps the most famous being Simon the cat, which, though prodigious feats of mousing, helped preserve the dwindling supplies of food on board HMS Amethyst during the Yangtze Incident in 1949.

The cruiser HMS Mauritius had already proved herself something of a record-breaker in this field, boasting no fewer than 34 cats and claiming a record for the Fleet.

But those pets which never became house-trained, or simply outgrew their welcome, had to go somewhere – and that somewhere was often the zoo at Whale Island.

Its cages and enclosures saw an amazing range of wildlife passing through, from lions to a flamingo named Flossy, including two sun-bears who swapped their native diet of honey for condensed milk, trifle, puddings and porridge.

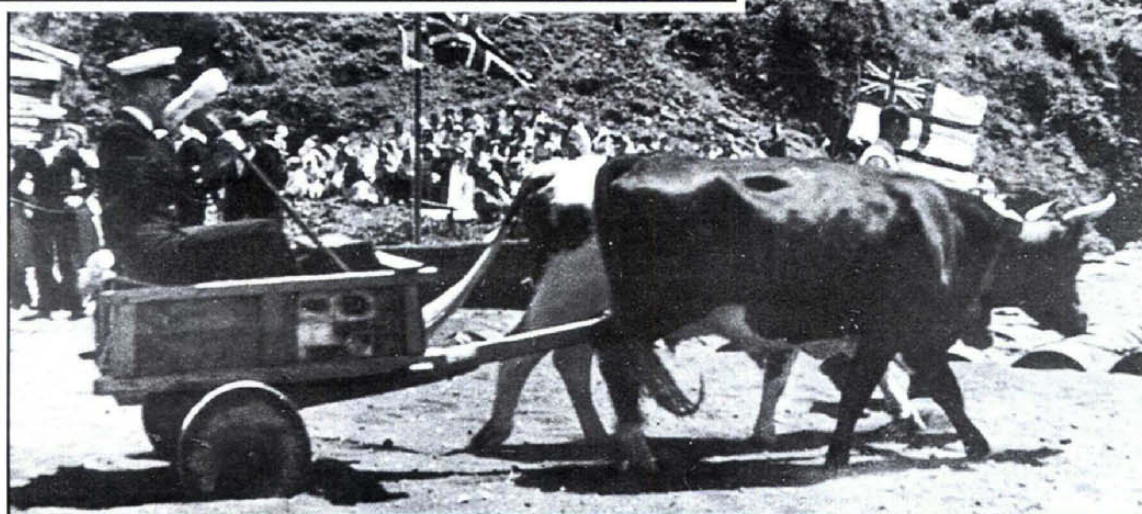


● A pensive sea-dog joins a new ship and meets one of his new masters. On this occasion, Fido's draft chit took him to the destroyer HMS Duchess in the mid-1950s. The ship was later transferred to the Royal Australian Navy.

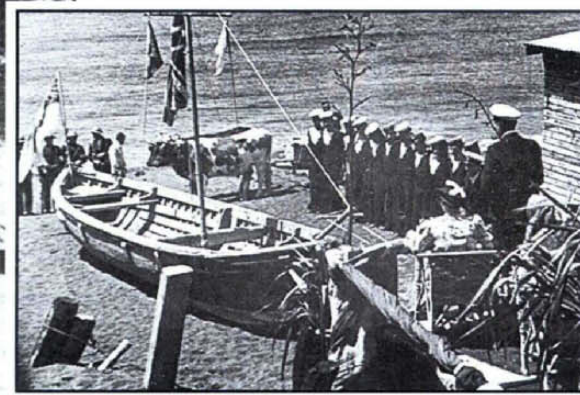


● Two puppies rescued from the volcanic island of Tristan da Cunha in the South Atlantic when eruptions caused the evacuation of the civilian population in 1961. Tristan, the brindle bitch, and Cunha, the black dog, are pictured on board HMS Leopard in Simons Town, South Africa, in November 1961.

● CERA McGee, Tristan da Cunha's "one-man band", arrives by bullock cart to supply the incidental music at the commissioning ceremony of HMS Atlantic Isle in January, 1944. As the Chief had broken his ankle, he remained in the cart to play his accordion during the proceedings (far right, beside the surf boat used for the naming ceremony).



● A greatly-outnumbered dog suffers a bath on the deck of HMS Velox, an early destroyer, in Portsmouth Harbour in 1910 (above). The picture was supplied by Mrs M. Wedgewood, of Doncaster, whose father is the laughing sailor to the right of the picture, with his cap on the back of his head.



NATO's Atlantic Squadron calls at Plymouth



● HMS Westminster (above left) with USS John L Hall and HMCS Fredericton alongside at Devonport.

● AEM Steve Bartlett (right) from Plymouth joins other sailors from the STANAVFORLANT Task Group.

SAILORS from the seven warships which make up NATO's Standing Naval Force Atlantic (STANAVFORLANT) enjoyed a weekend break in Plymouth after a two-week exercise off the coast of Portugal.

Exercise Swordfish tested the anti-submarine warfare skills of 14 surface ships and four submarines before the frigates set sail for Plymouth where more than 2,000 sailors enjoyed a run ashore.

After their weekend visit it was business as usual for the

Pictures by LA (PHOT) Jon Hamlet.

NATO force as the ships set sail from Devonport Naval Base bound for the Baltic where they are taking part in an exercise run by the Norwegian Navy.

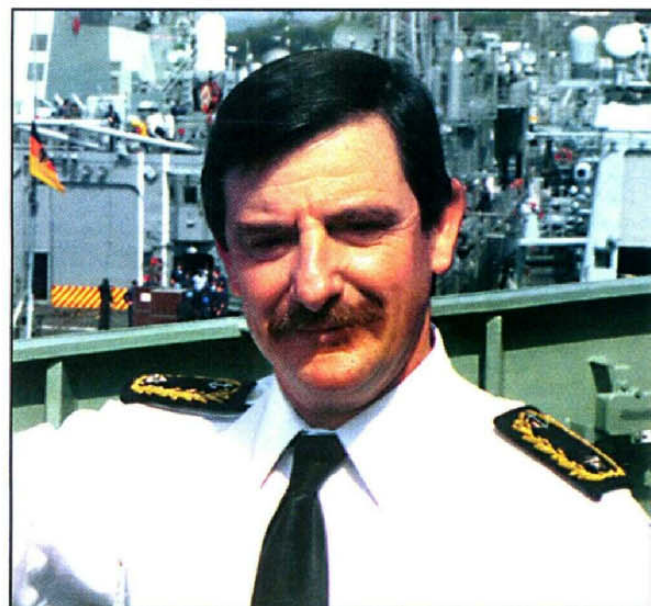
STANAVFORLANT is under the command of Commodore Fernando Gomes flying his Flag in the Portuguese frigate NRP Alvaro Cabral. On his arrival in Plymouth he said: "On the couple of occasions I've come here during my career, training and working with the Royal Navy, I've always found Plymouth a friendly place."

NATO's anti-submarine rapid reaction force is one of the three permanent peacetime multi-national naval squadrons and it comes under the command of the Supreme Allied Commander Atlantic, based in the United States.

Each year the Force sails more than 50,000 miles, participating in a series of scheduled NATO and national exercises designed to maintain readiness, interoperability and serve as the embodiment of the 'trans-Atlantic link.'

Up to ten destroyers or frigates can be attached to the Force for up to six months, with Command rotating on an annual basis among the nations which contribute ships.

The force is currently composed of seven frigates: HMS Westminister, NRP Alvaro Cabral, Spanish Ship Victoria, USS John L Hall, HMCS Fredericton, FGS Rheinland-Pfalz, and HNLMS Van Der Huylst.



● **COMMODORE:** Portuguese Commodore Fernando Gomes stands on the bridge of his flagship NRP Alvaro Cabral.



● **FLAGSHIP:** Standing Naval Force Atlantic flagship NRP Alvaro Cabral enters Plymouth Sound.



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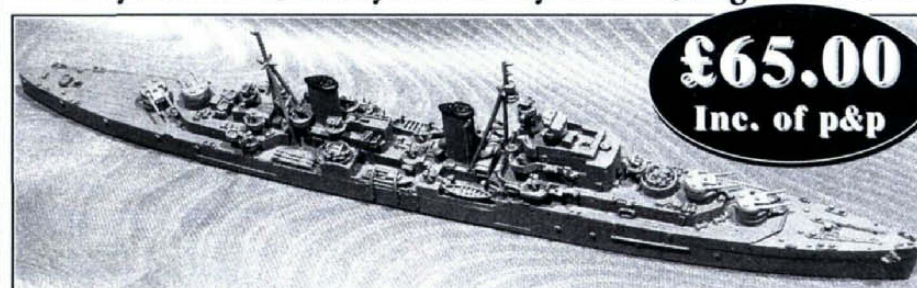
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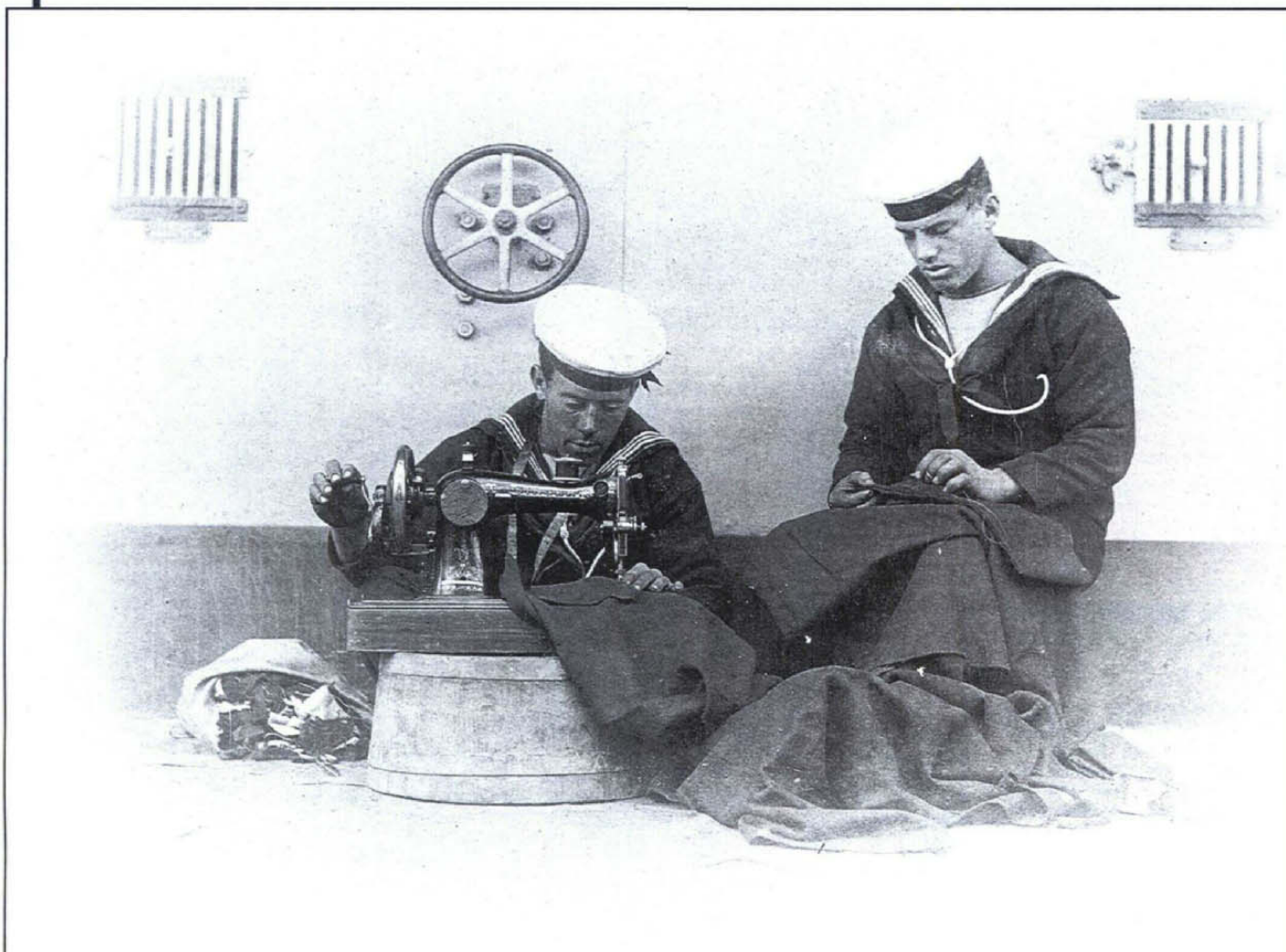
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NAVAL COLLECTIONS SEWN UP IN FREE GUIDE



A FREE booklet providing a guide to naval collections in libraries and museums throughout the UK is available from Gosport Library.

It is the result of an initiative by Hampshire Naval Collection Librarian Julie Denyer which many would say is long overdue.

In 1999, following a meeting with staff from public libraries, museums and record offices in the Portsmouth area, she formed the Naval and Maritime Libraries and Archives Group.

Within a few months two Naval establishments had joined the group – and now it has members from all over the country, also representing collections in Plymouth, Liverpool, Southampton, Strood, Winchester and Yeovilton.

"Our main aim is to improve access to information through a better understanding and knowledge of the collections," Julie told *Navy News*.

"Also, from the beginning there has been a desire to act collectively in the promotion of our services to users."

"The publication of this guide realises these objectives, as for the first time one document contains details of the holdings, access and facilities of every member organisation. It is commended to researchers of the Royal Navy, naval and maritime affairs everywhere."

For copies of the guide, tel 023 9252 3431.

□ A symposium to commemorate the 350th anniversary of the baptism of William Dampier at East Coker, Somerset in 1651 will be held by the Local History Committee of the Somerset Archaeological and Natural History Society at East Coker Village Hall on September 1 from 10a.m. to 4p.m. For details tel 01823 272429.

Britannia Royal Naval College is currently offering tours to view its historic collections. Tel Dartmouth Tourist Office on 01803 834224 for details

● **MAKE AND MEND:** This late 19th century study of sailors sewing is held by Portsmouth City Museum and is one of the pictures included in the Guide to the Collections of the Naval and Maritime Libraries and Archives Group. *Isaac Singer patented his machine in 1851 and later became the world's biggest manufacturer of sewing machines. He was also the first to offer attractive hire purchase terms.*

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Thus Ernie Pyle, the famous war correspondent killed by Japanese machine-gun fire on the island Ie Shima in 1945 – and his comments form the inspiration for *Fly Navy*, Philip Kaplan's lavishly illustrated study of naval aviators and carrier aviation, published by Aurum Press at £20.

● **Right: Unidentified RN Swordfish crew with their aircraft. Below: HMS Illustrious (left) with the USS John C. Stennis off Bahrain in 1999.**

'The lines of a well-fed cow ... It just plows'



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At Your Leisure

Scotland by the sea

NO PART of Scotland – except at the height of the Cairngorms – is more than 40 miles from salt water and the whole country is traversed with innumerable lochs, rivers, channels and sounds.

Scottish seafaring has a history of at least 7,000 years, and yet it is an oddly neglected subject that Brian Lavery addresses in **Maritime Scotland** (B. T. Batsford £15.99).

In fact the country's easy access to the sea – which forms most of its boundaries – has long allowed international trade to develop with many places without going through its old rival, England.

Throughout the centuries, Scotland has maintained independent sea-borne relations with Scandinavia, the Netherlands, Ireland, France and North America. Scottish officers and seamen, Scottish-built ships and Scottish bases were all also important factors in the success of English seafaring history. Yet, unlike England, Scotland has never claimed to "rule the waves".

Today, nearly a third of Scotland's population lives in the four great cities of Edinburgh, Dundee, Aberdeen and Glasgow – all of them seaports.

The illustration here shows Glasgow's old river harbour at Broomielaw in 1840, when ships were moored nine or ten deep "jammed from side to side, so that vessels could neither get up nor down".

Since the port was far upriver in a waterway which was virtually a canal by 1870, it was decided that no gates were needed. Ships could come and go therefore at any state of the tide and the problems of a large body of stagnant, polluted water would be avoided.

In 1880 Queen's Dock, to the north of the Clyde, was opened, to be followed by the Princes Dock to the south in 1897. The open docks surprised other port operators – in 1901 the Engineer-in-Chief to the Trustees had to admit that the largest ships sometimes touched ground while the Manager of the Manchester Ship Canal commented that such an event in his waterway would cause "a very serious disturbance".



Explosive reunion

FORMALLY opened by the Duke of York on April 30, Explosion! the Museum of Naval Firepower at Priddy's Hard, Gosport, put on a 1940s theme as its Spring Bank Holiday attraction.

Female munitions workers dressed in authentic 1940s fashions chatted with visitors as they recreated the environment of the former RN armaments depot.

It was at its busiest during World War II when over 2,500 women worked there filling shells.

Many of the original female workers have already visited the museum and a special ladies reunion is being planned to celebrate D-Day on June 6.

Any who would like to be invited to this event should contact Bill Sainsbury on 023 92 505603.

The museum is open every day except the Christmas Bank Holidays and special ticket deals are available including an annual pass at only £12. For bookings and information call 023 92 505600 or 023 92 505678 (24hrs) or visit the museum website: www.explosion.org.uk.

ScreenScene

– by Bob Baker

Mandolin plays out the nasty bits

FOR YEARS after World War II ended hundreds and hundreds of movies were released treating the events of those six years as drama, documentary, adventure story, even as comedy.

People went to see them, or not; liked them, or not. But the question which hardly ever seemed to arise back then was that of authenticity.

Familiar old titles like *The Dam Busters*, *The Bridge on the River Kwai* and *Sink the Bismarck* handled their fact/fiction duality in ways that are often remarkably tendentious. Yet audiences managed to take such things in their stride, seldom becoming really exercised except in the most outrageous cases.

One such came in 1960, a hero-worshipping account of the life of Werner von Braun, inventor of the V-2 rocket, called *I Aim at the Stars*. 'But sometimes I hit London' was one of the milder graffiti which the film's poster attracted.

Perhaps there were just too many war pictures around 40 or 50 years ago: no one can keep summoning indignation on a weekly basis. Today, on the other hand, we seem to be extra anxious to protest against wilful misrepresentation, and to try and nail down the reality of what happened during the war, as the gener-

ation which fought it begins to slip away.

This is by way of a preamble to **Captain Corelli's Mandolin** which, like every other WWII movie of late, has drawn flak from various quarters. Brits can sit this controversy out, though. The action centres on the Greek island of Cephalonia, where the Italians fought the Greeks, then the Germans fought the Greeks, then the Italians fought the Germans and finally the Greeks (right wing) fought the Greeks (left wing).

The novel (by Louis de Bernières) featured various atrocities committed by one side or another, and although this film adaption has quietly dropped those aspects (eg. the activities of the Greek partisans) which so enraged some of the book's readers, all that seems to have happened is that a different set of objections has come into play.

But for those with no national or ideological stake in the film's background, it offers some gorgeous Mediterranean scenery (expect tourism to peak in the Greek islands this summer) and an agreeable Romeo and Juliet-style love story between personable Italian officer Corelli (Nicholas Cage) and the beautiful Pelagia (Penelope Cruz), Greek patriot.

But of course for Italians and (especially) Greeks, it will all seem much more complicated. Coming soon: *Pearl Harbour*.

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'Poor devils - missing all the excitement of the the Election back home!'

NEWSVIEW

Friendship in constant repair

IN HER address to the Victory Services Club's annual lunch, veteran war correspondent Kate Adie chose friendship as her central theme.

With uncharacteristic nervousness she suggested to her mostly male audience that women were rather better at it than men.

Except in the Armed Services, maybe - where in her long experience she had found lasting bonds of friendship among men at all levels. Although again, she ventured, they would probably be the last to admit as much.

That women made better friendships was in any case evident from the long telephone bills they racked up, she concluded...

But friendship is implicit in clubs like the VSC - and, amazingly, new associations of men who served in World War II ships are still being formed, while others of long standing continue to flourish.

They even transcend old enmities - survivors of the Bismarck were among those of the ships that hunted her to destruction at a special 60th anniversary commemoration held at the Imperial War Museum as *Navy News* went to press last month and those from the Scharnhorst are in regular contact with members of the HMS Belfast Association.

The VSC is currently modernising and expanding its facilities to attract a younger clientele - and it is unfortunate that so few of today's Navy fully appreciate what it has to offer.

The same applies to the services provided by Naval charities, whose current move towards pooling their resources must be seen as long overdue.

The day after the VSC lunch, Second Sea Lord Vice Admiral Peter Spencer told the annual meeting of King George's Fund for Sailors that too many Navy people did not begin to understand what it could do for them and their dependants.

"They are unstintingly generous - they just need to be re-educated," he declared, after noting that the poor initial response to the Voluntary Deduction from Pay scheme had improved by 50 per cent since a new initiative to re-energise it had been launched in December.

Certainly, today's sailors spend more money on local good causes than they do on their own - *Navy News* regularly records only a small part of their effort in this regard.

Perhaps more of their charitable impulses should begin at home.

TOP AWARDS FOR NAVY PUBLICATIONS

Navy News in 'spot on' success -

NAVY NEWS has won a record nine awards in the annual Communicators in Business (formerly Editing for Industry) competition - the biggest of its kind in Europe.

Editor Jim Allaway took the Gold Award as Editor of the Year, having also been voted class winner in the Experienced Editor section at the awards ceremony at the Celtic Manor Hotel, Newport, Gwent, hosted by Vanessa Feltz.

Another class winner was for Best Illustration - the Fairey Swordfish cutaway by Mike Badrocke featured in our December 2000 issue.

There were also Awards of Excellence for External Newspapers, Design, Best Profile, Best News Report, Best Photograph and Best Picture Manipulation - the latter pair being won by LA(PHOT) Ritchie Moss, currently serving with the RN School of Educational and Training Technology.

Since it first entered the CiB competition in 1972 *Navy News* has now won a total of 98 awards without missing a single year - a unique achievement, we are told.

This is also only the second year the paper has been judged in the External Publications category, reflecting its worldwide readership estimated at half a million.

- and a nice day for RNSETT!

CAPTAIN'S BAD DAY was the title of one of the RN's latest training videos - but it was all good news for its school of Educational and Training Technology (RNSETT) at HMS Nelson.

For the lighthearted look at instructional training and what happens when it all goes wrong won no less than three top prizes in the Learning on Screen Annual Awards held at Bournemouth - for Best Overall and Best Instructional Video as well as Best Sound.

GOODY FOR YOU: Tim Brooke-Taylor (centre) presented the awards to VC Media (SSVC) producer Tony Bensted (right) and head of the Training Media Group Lt Cdr Jim Hammersley.



● **SOME LIKE IT HOT:** Navy News archivist Trevor Muston is complimented on his staying power by Marilyn Monroe lookalike Suzie Kennedy at the CiB Awards at Newport, Gwent.

What the judges said:

'Navy News consistently performs well because its resource are expertly and professionally employed to produce an action-packed, right rivetting, page-turning peach of a publication.'

'Brilliant - fantastic - amazing - excellent. Must have taken hours of work to build this wonderful cutaway of this historic aircraft. And worth every minute.'

'This image works so well because just enough has been done - it is complete when the artist says it is.'

'An extremely well-written, highly readable news story that deals simply but professionally with a clearly very significant issue... the writer has an easy, confident and fluid style that makes reading both easy and enjoyable.'

'Perhaps the greatest quality is the fact that it is very detailed, but never too technical. Even a military ignoramus such as I was able to follow everything... in terms of content it is just about spot on.'

'It is not hard to see why the appeal of Navy News has spread far beyond its original remit. You don't have to have anything to do with the RN to find something fascinating... photography is always eye-catching and often stunning... layout is bold, lively and effective... the story count and mix is brilliant. Every scrap of space in this paper is used intelligently.'

'This really is a cracker of a publication! A superb source of all Naval matters.'



Prince Michael in deep appreciation



● **IN WITH THE NEW:** The Honorary Commodore RNR inspects some of the latest equipment in use at the Defence Diving School.

PRINCE MICHAEL of Kent put some of the latest and oldest underwater technology to the test during a visit to the Defence Diving School and Fleet Diving HQ at Horsea Island, Portsmouth.

An experienced diver himself, the Honorary Commodore RNR was greatly impressed by the state-of-the-art Swimmer's Air Breathing Apparatus which allows divers to communicate with their buddies and the surface with a through-water communication system.

And he was able to achieve a Royal "first" when he donned heavy weights, lead boots and a large brass helmet for a dive using Siebe Gorman Surface Demand Standard Diving equipment first developed in the 19th century.

After meeting members of staff at a buffet lunch at the Defence Diving School, Prince Michael witnessed a series of operational diving displays by members of Southern Diving Unit 2.

At the end of his visit, the Prince said he was impressed by the capability, professionalism and flexibility within the military diving fraternity. He was presented with a certificate acknowledging his achievements by the School's Commanding Officer, Cdr Chris Amey.



● **ON WITH THE OLD:** Prince Michael prepares to dive using the old tried-and-tested Siebe Gorman Surface Demand Standard Diving Equipment.

NAVY BOARD TAKES TO THE WATER

THE NAVY Board held its monthly meeting on board HMS Grafton in Portsmouth last month.

The unusual choice of venue away from the Ministry of Defence Main Building reflects First Sea Lord Admiral Sir Nigel Essenhigh's initiative to give the Board greater visibility – particularly in view of its primary responsibility for the effectiveness of Maritime Forces.

After meeting on board the Type 23 frigate, the Board hosted a lunch on board the destroyer HMS York for the Commanding Officers of Portsmouth-based ships and establishments.

Board members then embarked in RV Triton, the experimental trimaran warship, for an impressive demonstration of the vessel's ship handling.

● **The Navy Board meet on board HMS Grafton**

Picture: LA(PHOT) Mark Hipkin



June 9th & 10th
10 am to 5 pm

HMS Sultan Summer Show

- 'The Kangaroo Kid' Quad Bike Stunt Display
- Mounted Games Association of GB
- VCC Field Gun Competition
- RN Raiders Parachute Display Team
- Honda Goldwings ● Falconry Display
- SULTAN Fete ● Fun Fair ● Sideshows
- Steam Fair ● Car Show ● Free Parking
- Bar Facilities sponsored by GREENE KING with live entertainment
- The Gang Plank Club, featuring Pirates Cove - brought to you by Cap'n Plank and Navy News...

Admission :

	on the day	In advance
Adults	£3.50	£3.00
Children (under 14) / OAPs	£1.50	£1.00
Family Ticket (2 Adults & 2 Children)	£9.00	£7.50
(Additional Children £1.00)		

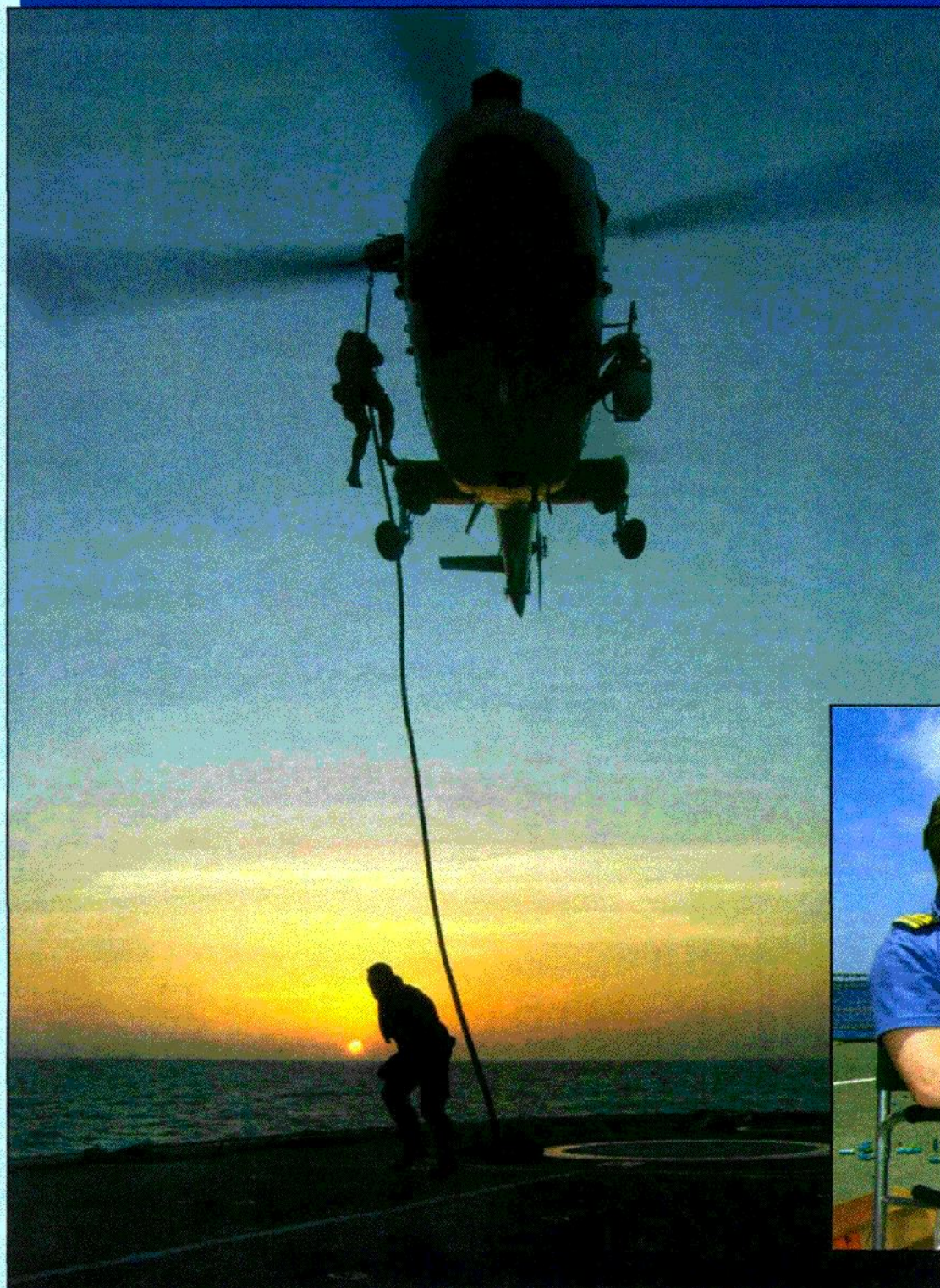
Advance Tickets on sale at **The News** shops for information tel: **023 9254 2277**

● **Foot and Mouth epidemic :** ALL dogs except Guide dogs are banned from the showground.

By kind permission of Commodore P J Kisher Royal Navy. All proceeds to Local and Naval Charities.



Gloucester reach



DESTROYER HMS Gloucester played the leading role in an international maritime defence exercise when she arrived in Singapore during a seven-month deployment to the Far East.

The ship, which left her home port of Portsmouth on March 19, was taking part in the exercise under the Five Powers Defence Arrangement with Singapore, Malaysia, Australia and New Zealand.

Britain has long-standing historic, trade and cultural ties with many countries in the region and the destroyer was working alongside the navy and air forces of Australia, Malaysia and Singapore to test the integrated air defence system which protects the Malaysian peninsula.

A torrential rainstorm greeted the ship as she arrived in Singapore to take on stores and attend pre-exercise briefings but the visit gave the ship's company the chance to revisit many famous old haunts in 'Singers' such as Raffles and The Terror club which was a firm favourite.

It was also a homecoming for HMS Gloucester's OM(AW) Paul Tebbit who was born at Queen Alexandra British Military Hospital in Singapore as his father, Leading Seaman David Tebbit, was serving with the Royal Navy in the former colony at the time.

During their stay the ship was alongside in the new deep water base at Changi and more than 3,000 visitors were welcomed on board during Singapore Navy Days and International Maritime Defence Exhibition.

One of HMS Gloucester's duties during the deployment is to assist with British defence export sales and the ship gave guided-tours to many high powered delegations.

● **INSERTION:** Fast roping from HMS Gloucester's Lynx helicopter (left). The picture was taken at sunset as the destroyer sailed through the Red Sea.

VIP visitors included Dr Tony Tan, Deputy Prime Minister of Singapore, Chief of Defence Procurement, Sir Robert Walmsley, Military Deputy to the Head of Defence Export Sales, Rear Admiral John Tolhurst, and the



Elephant and welcomed



● **ORPHANAGE:** The working party at St Joseph's, Kochi and (right) the Service on board HMS Gloucester.

hes the Far East



room accompanied the outgoing Chief of Defence Staff, Admiral Sir Abbott, on his last run ashore in Singapore before leaving the Service. After leaving Singapore, the ship continued in her defence diplomacy with visits to Kota Kinabalu in Borneo, the island of Labuan and to Brunei.

The next leg of HMS Gloucester's voyage will take her to Sri Lanka's capital, Colombo, and back across the Indian Ocean for the African leg of her deployment where visits are planned at Mombassa, Dar-es-Salaam, Maputo, the Seychelles, Durban and Mauritius.

After a short visit to Diego Garcia and a stand-off in Penang, the ship will take part in one final Five Powers Defence Arrangement exercise before the long haul home.

HMS Gloucester's CO, Cdr David Heley, said: "Following the ship's deployment to the Arabian Gulf last year and a series of subsequent NATO exercises, we are confident in our ability to handle the wide-ranging tasks and missions that fall to a modern-day Royal Navy escort such as HMS Gloucester."

The ship's company is looking forward to the numerous visits to come, in particular the stand-off in Penang when we have the opportunity for our families to visit us."

Cdr Steve Morgan, the WEO of HMS Gloucester, added: "After a hard summer and winter exercising and training in very rough weather in and around the UK everyone on board is thoroughly enjoying the benefits of the tropical weather and looking forward to the adventure ahead."

SHOOT OUT: CWEA Steve King keeps score for SA Sam Yarnold during a clay pigeon shoot on the flight deck of HMS Gloucester. Lt Cdr Ian Kempbell (right) provided the targets.

● **CALLING MOTHER: OM Phil Daley contacts the HMS Gloucester during a series of boarding exercises with RFA Orangeleaf.**

As well as the many exciting port visits ahead, members of the ship's company are planning to climb Mt Kinabalu in Sabah and Mt Kilimanjaro in East Africa, go diving in the Red and South China Seas. Jungle training with the Gurkhas is on the agenda – and they will be making the most of their opportunities for sailing, golf, rugby and soccer!

and brass band ship to India



AN INDIAN ELEPHANT and a brass band from the Royal Indian Navy were on the jetty to welcome HMS Gloucester when the destroyer called at Kochi in Kerala on her way to the Far East.

The traditional Kerala greeting was made all-the-more special by children from St Joseph's Roman Catholic Orphanage in Kochi (formerly known as Cochin) who waved Union Flags as the ship came alongside.

And as HMS Gloucester's Commanding Officer, Cdr David Heley, stepped over the gangway he was welcomed with a garland of flowers.

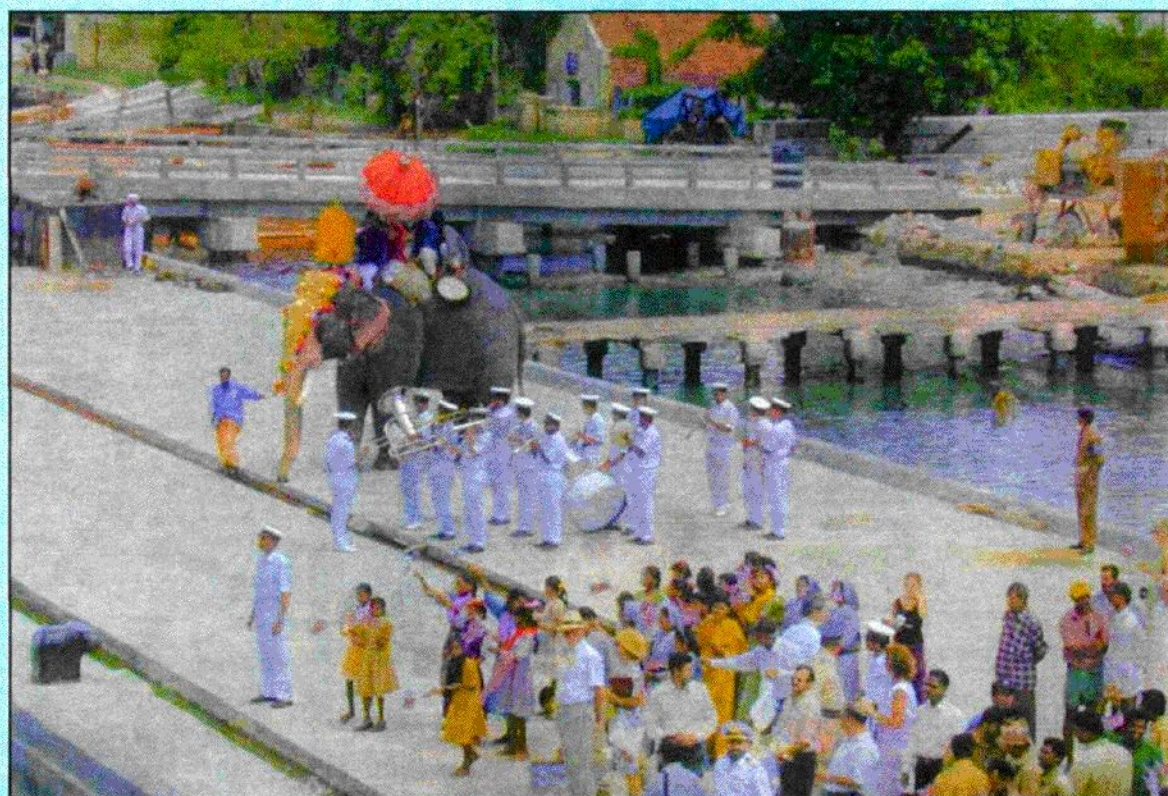
During the visit, 23 members of the ship's company volunteered to give up their free time to help paint the sleeping room at St Joseph's Orphanage.

The work was completed despite the blistering heat and the children showed their appreciation by singing a song of thanks to the volunteers.

On the Sunday, HMS Gloucester's Roman Catholic Chaplain, Father David MacLean, held a service for the ship's company and guests under the fo'c'sle awning when the sermon was read by Father Joe Louvan, an American missionary working in Kochi.



● **RAS APPROACH: HMS Gloucester met up with RFA Orangeleaf to take on fuel in the Gulf Aden.**



● **WELCOME: An elephant and a brass band from the Royal Indian Navy welcome Gloucester to Kochi.**



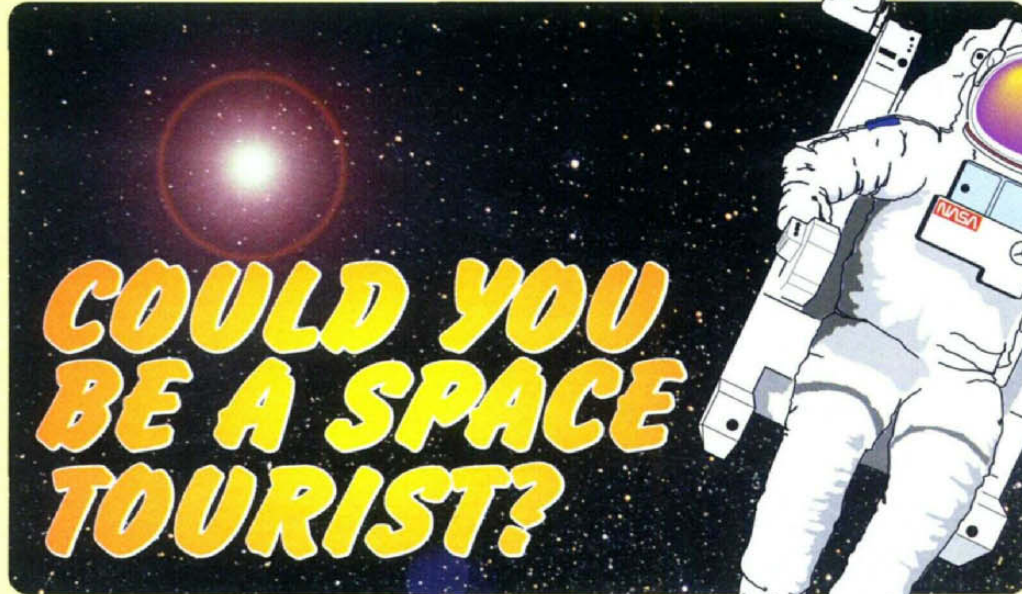
The GANG PLANK Club



Cap'n Plank Says

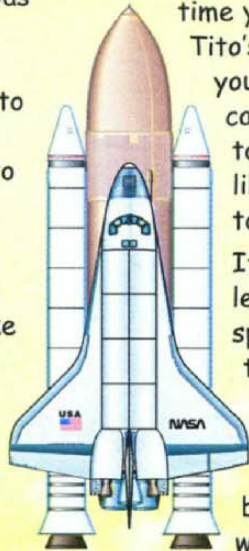


Ahoy ye landlubbers. Me crew tell me that this be a hard time for some of ye. Me crew say some of ye have to sit at them there school desks, all quiet with those exam papers in front of ye. I think ye be very brave and good. I never had them there things and Bert the Deck Hand be teaching me things for many years. But I be thinking me brain's a bit old for learning - tis best ye learn things when yonder brains are a bit newer. I wish of ye a whole barrel of luck! And don't ye be forgetting Summer will soon be here!



Technocat thought the news about Dennis Tito being the first paying space tourist was very smart! Technocat has always wanted to visit space and he'd just love to go to the International Space Station.

But, it looks like he'll have to save up for ages 'cos it cost Mr Tito about £14million to book his place on the Russian rocket which docked with the



Space Station in April this year.

But, who knows, by the time you reach Dennis Tito's age, (he's 60), you could be catching a shuttle to the moon just like catching a bus to school!

If you want to learn more about space, stars and the International Space Station there are some great books to buy and some ace web sites to visit.

Technocat has been finding out more: cont. Page 25 - col 1&2

IT'S ALL GO AT..... ACTION STATIONS

Jack and Susie have been to visit the all-new Action Stations in Portsmouth Historic Dockyard. It's just opened and they think it's really cool!

Jack liked Marines "island". It's got a great climbing wall called The Rock and a cross country skiing machine. Visitors can get really involved and try climbing the wall. A real Royal Marine Mountain Leader, WO2 Paul Hugill, based in Portsmouth, was asked to help in creating some really tough tests.

VISITORS TO ACTION STATIONS WILL BE PART OF THE ROYAL NAVY, TESTING THEIR SKILLS AND ABILITIES, THRILLING TO THE SPECIALLY COMMISSIONED ACTION-PACKED ADVENTURE FILM AND EXPERIENCING THE HIGHS AND LOWS OF THE SENIOR SERVICE.

Going to sea with the men and women of today's Royal Navy will be just a fingertip control away through a series of high tech interactive displays and simulators at Action Stations. A range of exciting and contrasting features will make Action Stations the best showcase ever for the Royal Navy.

Admission to Action Stations costs £6.50 for adults, £5.80 for seniors and £4.80 for children aged between five and 16. It can be included as part of a visit to the Historic Dockyard and its other attractions, Mary Rose, HMS Victory and the Royal Naval Museum, and HMS Warrior 1860.



IN A SCENE FROM THE FEATURE FILM AT ACTION STATIONS, A TYPE 23 FRIGATE LAUNCHES A HARPOON ANTI-SHIP MISSILE

WIN SOME SHAKE—TASTIC PRIZES WITH OUR SHAKEY JAKE DRAWING COMPETITION

SHAKY



JAKE

The top three winners will receive a special limited edition **Shakey Jake beanbag chair** – perfect for your bedroom – plus a cool **Shakey Jake lunch bag** to take to school & a months supply of thick & creamy **Shakey Jake milkshake** for you to share with your friends. The ten runners-up can also win a **Shakey Jake lunch bag** and a free milkshake



To be in with a chance of winning one of these fabulous prizes, get your colouring pencils, crayons and felt tips at the ready and send us a drawing of your favourite **Shakey Jake** character – Strawberry, Chocolate or Banana – If you need some ideas, why not visit www.shakey-jake.co.uk

Chat Pad

It's been a busy time for all the crew but they still have time to read your letters. Thanks to Paul Kitching for keeping us entertained with all his pictures and news. Thanks also to Laura Wood for the jokes – look out for the joke corner in our Summer supplement. Well done to Guy Temple for passing your entrance exam, Technocat reckons you're very smart! The crew think Matthew Miller has amazing handwriting – did Mum help?! Keep those letters, pictures and photos coming – we like hearing from you!

Birthday Congratulations!

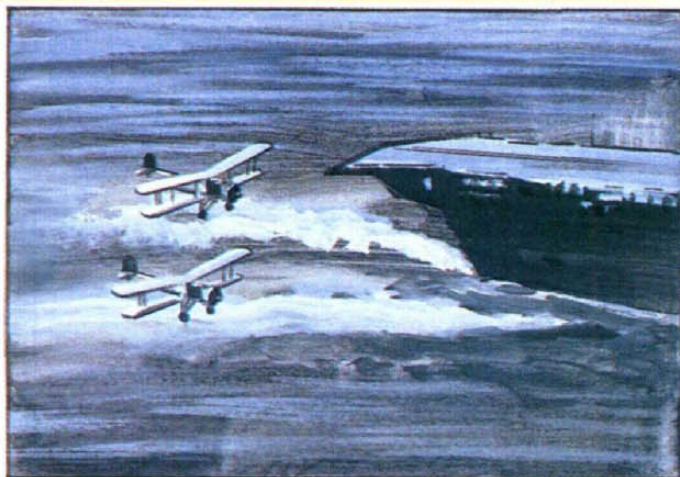
Cameron Abbott	Daniel Grant	Mark Prosser
Kelly Allen	Courtney Guinelly	Kirsty Raggett
Amie Andrews	Charlotte Hadden	Liam Ramsay
Kara Babbage	Franklin Heather	Sam Read
Eneni Bambara-Abban	Megan Henwood	Jack Reid
John Barnes	Megan Hickson	Karly Reid
Catherine Beasley-Lungley	Abigail Higgins	Lilian Robinson
David Beere-Waldren	Victoria Hocking	Simon Robinson
Shaun Bennett	Philip Howe	Thomas Robinson
Hannah Blewitt	Chloe Hutchings	Lorna Sanders
Stuart Boyde	Joanna Ingram	Abigail Scott
Luke Burdett	Richard Jefferis	Lewis Scafton
Jack Carter	Rebecca Jillings	Lewis Sharpe
Harry Caswell	Aaron Jones	Alex Simpson
Donna Chippendale	Robert Jones	Danielle Slade
James Clarke	Ryan Jones	Lauren Smith
Oliver Clink	Natalie Kynaston	Grace Southern
Lara Cooper	James Lawrence	Shane Spaans
Luke Cott	Natalie Lees	Matthew Starling
Jamie Courtney	Sofia Linares	Matthew Stevens
Layla Cowley	Sandy Loveday	Daniel Stockton
April-Rose Cowlshaw	Phillip Martin	Connor Thourgood
Charlotte Crooks	Anouska Mason	James Tookey
Antony Crossling	Craig Matheison	Daryl Turner
Roey Daniells	Lucy Merfield	William Tyrrell
Benjamin Davis	Jacob Mitchell	Helen Vincent
Robert Dickins	Alfie Moore	Victoria Watson
Alfred Diete-Spiff Jnr	Cassie Moore	Jamie Webb
Craig Drewett	Jonathon Morris	Eli Weinberg
William Duncan	Jennifer Negus	Jake Wells
Hayley Dyson	Simon Negus	Bobbie Whale
Charlotte Earnshaw	Jenni O'Toole	Bonita White
Thomas Evans	Benjamin Pater	Emma White
Gareth Field	Ben Peachey	Matthew White
Hal Finney	Jamie Perkins	Connor Willett
Donna Fraser	Zoe Perkins	Steven Willoughby
Benjamin Frost	Charlotte Perren	Matthew Woolley
Sian Gilham	Matthew Pixsley	Jonathan Wright
	Ben Porritt	

Send your completed entry to: **Shakey Jake Comp, 'the GangPlank Club', Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH**
Closing date for entries – 6th July 2001

The Editor's decision is final. Relatives and employees of Navy News are ineligible.

May 26, 1941. Swordfish take off once more from HMS Ark Royal. If their mission fails, Bismarck may escape to fight again.....

THE BISMARCK



MAY 26 1941. HMS SHEFFIELD HAS SURVIVED THE ATTACK BY HMS ARK ROYAL'S SWORDFISH - THANKS TO THEIR TORPEDOES' FAULTY MAGNETIC DETONATORS. ON BOARD THE ARK, THEY ARE REPLACED BY CONTACT DETONATORS. AT 1915 15 MORE SWORDFISH TAKE OFF.



2040 BISMARCK IS FOUND 12 MILES AHEAD OF THE SHEFFIELD - AND THIS TIME A TORPEDO EXPLODES IN HER STEERING COMPARTMENT, JAMMING HER RUDDER HARD OVER.

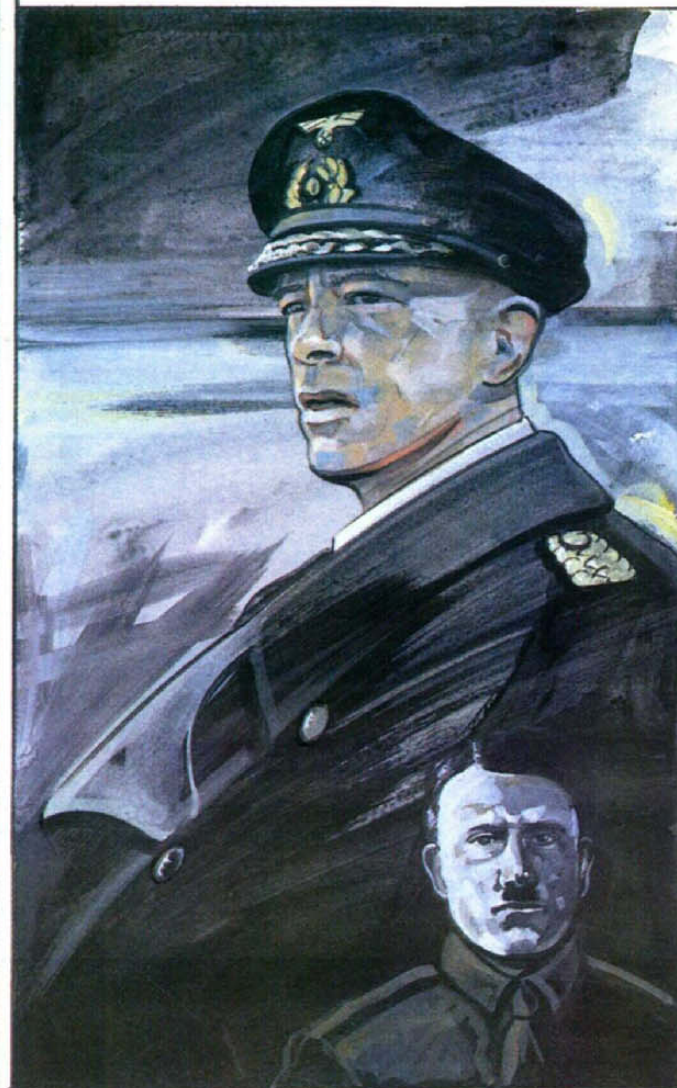


THROUGH THE REST OF THE NIGHT SHE IS HARRIED BY CAPT VIAN'S DESTROYERS, FIRING STAR SHELLS TO TARGET THEIR TORPEDOES.



AND WITH THE DAWN, THE BATTLESHIPS HMS KING GEORGE V AND RODNEY APPEAR OVER THE HORIZON WITH THEIR ESCORTS.

MAY 27. JUST AFTER MIDNIGHT LUTJENS RECEIVES A SPECIAL BIRTHDAY MESSAGE FROM HITLER... "THE WHOLE OF GERMANY IS WITH YOU". BUT THE BISMARCK HAS BEEN CRIPPLED.



TOP READS

Astronomy Books

Jack loved the book "The Young Astronomer" by Harry Ford, published by Dorling Kindersley at £8.99.

Technocat thought "Fly the Space Shuttle" was purr-fect. You get a book and a 3D model. It's by Carole Stott, published by Dorling Kindersley at £9.99.

If you want to take a picture journey through the universe then try "Guide to Space" by Peter Bond, published by Dorling Kindersley at £12.99 - a bit expensive but it does have photos from the Hubble Space Telescope.

SUPERB SITES

www.stargazers.freemove.co.uk

A fun sight aimed at children under 10, lots of things to do and some good info

www.msfc.nasa.gov

Straight from NASA, the famous American organisation that puts astronauts into space.

www.bbc.co.uk/skyatnight

A grown-up site, but lots of good info.

www.spacekids.com

American site with lots of fun things

www.dustbunny.com

another site with lots of info, all aimed at young people

STOP PRESS

Technocat has found out about an amazing place opening on 30th June. It's called the NATIONAL SPACE CENTRE.

It will be the UK's only attraction dedicated to space science and astronomy. Captain Plank has had a sneak preview and he thinks

it will be a great place to visit. If you want more information

there's a top web site www.spacecentre.co.uk

or phone 0870 60 77223

EAT UP YOUR GARDEN!



Bert the Deck Hand loves his gardening, but Susie thinks it needs lots of patience to wait for things to grow.

Then Bert told her about some plants that grow really quickly and taste nice too!

So, Susie made herself a herb box in her bedroom. Here's how she did it:

Most plants need light and water, herbs are exactly the same. Susie chose to put her herb box on the window ledge in her bedroom.

First she chose the herbs. She wanted them to grow quickly and be pretty so she

chose Parsley, Coriander, Rocket and some Thyme. It's pretty easy to grow herbs from seed, but Susie wanted a nice full herb box straight away so she bought little plants in pots. They each cost under £2.

Then Susie needed to plant out the pots into a herb box. She decided to have one long box. Susie and Jack found a nice long planter in plastic in a DIY store, and it wasn't very expensive. Susie wanted to

make the planter special so she used some transfers to decorate it. Then she filled the bottom of the planter with some stones so water would drain and the soil wouldn't be too soggy. Then she added some soil and dug little holes for each of the herbs. She gently placed each of the plants in the holes and covered them with soil up to the leaves. Susie then watered them well.

Susie's herbs are growing very well and what's more she can pick the leaves every few days and use them in cooking or salads. YUM YUM!

ALL ABOARD FOR SPECIAL STAMP FUN

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To Win one of these great prizes just answer the following question:-

HOW MANY BUSES ARE THERE ON THE FIVE NEW STAMPS?

Send your answer with your name and address to:- 'STAMP FUN' COMP, The GangPlank Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH - Closing date for entries: 6th July 2001

The Editor's decision is final - relatives and employees of Navy News are ineligible.

The GANG PLANK Club

Please enroll me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for: £4.25 1 year UK - £7.50 2 year UK (saving £1)

Name

Address

Postcode

D.O.B. Tel No

E-mail address

School attended

Joined by: Parent ☐ Grandparent ☐ Other ☐

Do you have any Brothers ☐ Sisters ☐ Ages ☐

Special Interests: Sport ☐ Music ☐ Film/TV ☐

Friends ☐ Reading ☐

Join the Gang Plank Club and receive a fabulous Goody Bag!

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'The Gang Plank Club'
Navy News, HMS Nelson,
Portsmouth PO1 3HH

call 023 9273 3558 or 023 9282 6040 (24 hr Answerphone)
We will also accept payment by:- Visa, Delta, Access, Mastercard
or Switch on orders of £5.00 or over



● Royal Marines bandmen perform next to HMS Coventry.



● Admiral Anthony lays a wreath at Bootle War Memorial

Atlantic veterans return to Liverpool

VETERANS who fought in the Battle of the Atlantic gathered in Liverpool to commemorate the longest running Naval engagement of World War II.

**Pictures: LA(PHOT)
Mez Merril**

More than 350 veterans took part in a march through the city which was at the heart of the struggle against Nazi domination of the Atlantic.

The Battle of the Atlantic kept open supplies of men, food and fuel which were essential to Britain's survival, and Liverpool played a major role. More than 1,000 convoys used the port during the war and, in 1941, Derby House in Exchange Flags, Liverpool, became the Headquarters of the Western Approaches Command.

During the commemorations the Royal Navy was represented by Rear Admiral Derek Anthony, Flag Officer Scotland, Northern England and Northern Ireland, and by the frigate HMS Coventry which spent a week alongside in Liverpool.

It was a very special visit for the Coventry as the ship holds the Freedom of the City of Coventry – which, like Liverpool, was badly bombed during the blitz, and it was a homecoming for the ship's CO, Capt Philip Jones, who was born in the Wirral.

During the visit Rear Admiral Anthony hosted a cocktail party on board the Coventry when guests were entertained by the Band of Her Majesty's Royal Marines Plymouth.

Bootle War Memorial was the venue on a bright and sunny Saturday morning for a short com-

memoration service for the Captain Walker Old Boy's Association led by Revd John Williams, Chaplain of HMS Eaglet.

Wreaths were laid by FOSNNI, the Mayor of Sefton, Cllr Wendy Jones, and the Chairman of CWOBA, Brian Carter. The guard was made up of Sea Cadets from the Liverpool area who were inspected by the Admiral upon his arrival.

At Bootle Town Hall, a coffee morning was held in aid of King George's Fund for Sailors and Admiral Anthony was asked to draw the winning ticket for the top raffle prize – a large cake baked by HMS Coventry and iced by the Catering School in HMS Raleigh.

The winning ticket belonged to Pippa Madgwick, wife of Commodore John Madgwick the Naval Regional Officer Northern England, but before anyone could shout 'fix' they gallantly donated the cake to the Captain Walker Old Boys Association who were holding their annual reunion dinner that evening.

At the dinner, Admiral Anthony, the Mayor of Sefton and other guests were invited to 'splice the mainbrace' with Captain Walker's Old Boys and a tot of rum



● Atlantic veterans march past Liverpool Cathedral.

was handed out to all the veterans before the dinner, with one or two rejoining the queue for another tot for absent friends!

The VIP party then departed for Liverpool Cathedral where a concert was given by the Band of Her Majesty's Royal Marines Plymouth in aid of KGFS.

Liverpool Cathedral was also the venue for the main event of the weekend – a service of remembrance led by the Bishop of Liverpool.

Afterwards, sailors from HMS Eaglet and HMS Coventry, local Sea Cadets, the CCF and a platoon from 120 Squadron, Royal Air Force paraded with 350 Atlantic veterans, marking their many achievements during the darkest days of World War II.

Earlier in the year, HMS Coventry took part in a commemoration of the 60th anniversary of the Clydebank Blitz, the Luftwaffe's attempt to destroy vital warship construction on the Clyde.

Capt Jones and members of the ship's company attended the service at Kilbowie St Andrew's Church and a platoon of sailors took part in the civic parade.

In an open letter to the citizens of Clydebank, The Duke of York expressed enormous appreciation for the courage and determination they showed throughout the war.

Also remembered was the heroism of the Polish sailors from the destroyer Piorun who helped to save the unmanned HMS Duke of York when she was hit by incendiary bombs in John Brown's yard.

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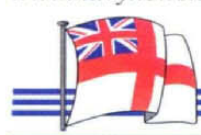


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At Your Service



Reunions

June

45 Commando RM 1982; Falklands re-union: If you were a member of 45 Cdo during Operation Corporate in 1982 and you are interested in attending a reunion, visit website: <http://www.geocities.com/rm45cdo82>

EW (Golly) Branch reunion at the Senior Rates Mess, HMS Dryad, on Saturday June 23; BBQ and disco with partners, cost £10 per ticket; cheques payable to WO & RS Mess, HMS Dryad. Open to current and retired EW Senior rates. Details from WO(EW)(O) Gilly Gilchrist, EW Section Manager, Lewin Building, HMS Dryad, Southwick, Hants PO17 6EJ, tel 023 9228 4526, mil 93835 4526, e-mail mrew@cwcom.net

July

HMS Somerleyton reunion on July 1 2001 at Somerleyton, near Lowestoft; HMS Bildeston on July 15 at Bildeston, nr Ipswich. Members and non-members of the TCA welcome. Details from Allen O'Reilly, tel: 01728 602767, e-mail AFORE5936@aol.com

WRNS Special Duties (Linguist) reunion July 10 at the Union Jack Club, London. Ex-Wrens who served in Y stations, contact Mrs E.P. Davies (Pat Owttram), 6, Cavendish Rd, London W4 3UH, tel: 020 8994 5230, or Mrs P.A. Harding (Pam MacKan), 2, Seaway Close, Torquay TQ2 6PY, tel: 01803 606363.

August

HMS Orion Association mini-reunion from August 31 to September 1 at Blackpool. Contact Mrs Kay West, 28, Stretton Rd, Great Glen, Leicester LE8 9GN, tel 0116 259 2171, for details.

At your Service entries

■ Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth, PO1 3HH or email: edit@navynews.co.uk. If you are sending your notice in via email, please include your full address and telephone number.

■ Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.

■ Please send in Reunions at least three months (preferably four) before the month of the event.

■ There may be a delay before items appear, due to the volume of requests.

■ Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.

■ The Editor reserves the right to edit or refuse publication of submitted notices.

■ Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

September

Ex-US Coastguard Cutters 1941-46 reunion, Bull Hotel, Peterborough, September 19. Contact Sid Simkin, 01953 602656.

HMS Ocean Association reunion at the Britannia Adelphi Hotel, Liverpool, from September 21-24. Details from Don Lord, 74, Montague Close, Walton-on-Thames KT12 2NG, tel: 01932 241116.

RN Secondary School, Tal Handaq, Malta reunion September 22 at Colerne, Wiltshire, for those who attended between 1947 and 1978. Contact Viv Daly on 07966 549397 (day), 01752 894846, e-mail: vivdaly@bigfoot.com

HMS Triumph reunion, September 28 to October 1 at the Adelphi Hotel, Liverpool. Contact Eric Buckner on 07799 204522.

Castle Class Corvette Association reunion at the Trecam Hotel, Babbacombe, from September 28 to October 1. Contact Mike Biffen, 81 Beakes Rd, Smethwick, West Midlands B67 5RS, tel: 0121 429 3895.

October

HMS Alert 61-63 Commission reunion at Leamington Spa on October 13. Details from 'Doc' Howard, 023 9279 9141.

HMS Eskimo, 1965-68 Commission reunion on October 13 at the Kappels Head Hotel, Portsmouth, cost £75 per head for buffet, three-course meal, B&B. Contact Rab Butler, 57 Old Road, Wateringbury, Kent ME18 5PW, tel: 01622 817071, e-mail: cliff@thebutts57.freeserve.co.uk

HMS Ajax & River Plate Veterans Association reunion at King Charles Hotel, Gillingham, on October 17 with service at St George's Centre, Chatham, Oct 18. Details from Jack Quaintance, 10, George St, Harwich CO12 3ND, tel: 01255 502007.

Tenby Sea Cadets 50 Year Anniversary reunion dinner October 19, Trafalgar Parade Oct 21. Telephone Roy on 01834 845231 or Keith on 01834 842600 for details.

HMS Diamond reunion on October 27. For details contact Ray Shipley on 01634 267084 as soon as possible.

November

HMS Victorious Association 1956-68 reunion in November in Portsmouth. For details contact Brian Randall on 023 9235 7878 or e-mail: blacky@cwcom.net, including postal address.

February 2002

HMS Penelope Association: Open to all who served in the cruiser 1938-44 or frigate 1963-92, or relatives. Reunion in Blackpool, February 15-17, 2002. Contact Mike Bee, 1, Oddfellows St, Mirfield, WF14 9AB, e-mail: mike.bee@ntlworld.com, or see website: http://homepage.ntlworld.com/mike.bee/penelope_association.htm

Greek service

A PARADE and drumhead service to commemorate the war in Greece and Crete has been organised by the HMS Orion Association for Plymouth Hoe on June 3, assembly time 10.30am. For details of the event, to be accompanied by the Band of Royal Marines Band, Plymouth, contact Alf Fishlock on 01902 822667 or Mrs Kay West on 0116 259 2171.

Calling Old Shipmates

Stoker George Houghton joined in Dec 1953 or Jan '54, trained in Devonport and his first ship was HMS Wakeful. Does anyone have a picture of the training class, or any other memorabilia or mementoes of training or service with George? Contact Adam Houghton on 0161 231 4512.

PRORM 1958-61: Claire du Cros (WRNS) seeks George Price (RM). Contact Claire at Little Branwydd, 2, Branwydd Terrace, Rhoshill, Cardigan SA43 2TT, tel: 01239 841542.

Charlie Pyles seeking naval cooks of Party King draft 1943-44, finally HMS Hannibal - HMS Hasdrubal (Tunisia). Names that come to mind are Lofly Burt, Frank Olway, Nellie Wallace, Bowers and Hobart. Contact Charlie on 01225 333954.

HMS York, West Indies Flagship 1936-39: Is there anyone else still around who served on the ship? If so contact Tom Tice, 2, Farnham Close, Langton Green, Tunbridge Wells TN3 0DL.

Over to You

Rangoon Military Cemetery: Bill Wyeth has returned from Burma with photos of the Naval graves there: Lt R. Chalk RNVR and S/Lt M.C. Garnish RNVR (HMS Lulworth), Lt A.R. Gammack RNVR (HMS Braganza), AB D. Fenner RNVR (HMS Terror), O/Tel F. Williams (HMS Sultan), AB H.G. Forecast (HMS Eastney), SWD W.P. Patterson (HMS Christie), Stokers F.C. Harvey (HMS Diana) and G.P. Kelly BRNVR 1488 and APP D.F. Fraser (SS Empire Canning). If the relatives would like the photo at no cost, contact Bill at 11, Lightsfield, Oakley, Basingstoke RG23 7BL, tel: 01256 781616.

HMS Aurora: Has anyone got a copy of the *Aurora Borealis* end of tour magazine from the 1978 West Indies trip? Contact Alan Turner on 01207 583430

HMS Maaly: Does anyone recall this ship, which operated in the Indian Ocean in WWII? She arrived in Addu Atoll (Port T) in the Maldives on March 18, 1944, and left a few days later. She seems to have been lost later that month with no survivors. If you have any info contact John Nutter, 13, Little Dene, Lodore Rd, Jesmond, Newcastle-upon-Tyne NE2 3NZ, tel: 0191 285 9330.

Normandy Campaign: Researching the Normandy campaign of the 6th Airborne Division, Carl Rymen became aware of the huge supporting role of the RN, especially in the first days of the landings. Carl wishes to contact RN Signallers and FOBs, for example of HMS Arethusa, who took part in actions with the 6th Airborne Division during the campaign. Contact Carl at Heistraat 68, 2491 Olmen, Belgium.

Henry (Harry) A. Shea served in HMS Hood, Royal Sovereign and Duke of York. Granddaughter Amanda Shea seeks friends or acquaintances; contact her at 243, Sylvian Way, Saskatoon, Saskatchewan, Canada S7H 5G1, e-mail: nandaland@home.com

George Fleet served in HM ships Leander, Hermes, Cornwall and Dunvegan Castle, also at Ganges and Drake 1932-40. If anyone served with him please contact his daughter, Yvonne Collins, 27, Cavendish Rd, Chesham HP5 1RW, tel: 01494 778815.

William McAtamney: Any info on his time served in Royal Marines from June 1943 to August 1946 (ships Condor, Quebec and St Matthew) contact N. Leslie, 51, Westmorland Crescent, Bangor, Co Down BT20 3ND.

HMS Exeter: Bill Thompson has acquired a 'cased model' of the 1929 cruiser Exeter, about 3ft long, to scale. He is trying to identify the aircraft mounted abait the after funnel (not a Walrus) - a bi-float plane. The model was constructed in 1941. If you have any info please contact Bill at 4, Voltigeur Drive, Hart Village, Hartlepool TS27 3BS.

10th Escort Group: Peter Muller's father and his submarine U-989 were sunk by HM ships Braithwaite, Loch Dunvegan, Loch Eck and Bayntun (10th Escort Group) on February 14, 1945. Four men were rescued. (Neutling, rescued by Loch Dunvegan, died that day; V. Roitberg, Bauer and Ernst Tearlin, rescued by Bayntun, died the next). If anyone has any recollections of this incident could they contact Peter Muller, 24539

Neumunster, Marienweg 8, Germany.

Leslie Ralph Brailey: Seeking info on this RN Commando, especially through the years 1944-47, when Joan Utas understands he was involved in an underwater accident, possibly off Jersey. If anyone has info on him or the incident, contact Joan M. Utas, 1301 Vienna Way, Venice, California, 90291, USA.

HMS Swiftsure (cruiser) October 1953: During the main NATO exercise of the year, destroyer HMS Diamond struck Swiftsure on the starboard side. Do you remember the collision and the resulting fire? If so, please write out your memories and send them to J. Perkin, 30, Rhind St, Bodmin PL31 2EL. At the time of the incident, he was a young telegraphist in the Cypher Office on board.

Calvin Everdell, last known base Portsmouth (1990-92), worked in submarines. He enjoyed Basketball. If anyone knows of his whereabouts, contact his old friend Scott Mathers, who is getting married in the summer and would like to invite him to the wedding. Contact Scott on 07971 813258, e-mail: scott.mathers@complic.com

Experimental torpedoes: In the 1950s when stationed in the RAF at Gosport, P. Andrews often moved to Culdrose to make drops over the Isles of Scilly using Swordfish and Barracuda. On one occasion there was a call for one more flight before lunch and as no-one wanted to go the pilot (Lt Churchill) went alone. The plane went into the drink without trace. If anyone has any info on this incident, contact P. Andrews, 8, Avon Way, West End, Southampton SO30 3FY.

Ernest Edward Fox (RN 1917-45): Derek Fox would like to hear from anyone who knew his grandfather. His ships included HM ships Malaya, Warspite, Effingham, Ladybird and others, and Derek believes he survived when HMS Sturdy was lost in 1940. Contact Derek at 86, St Augustine Rd, Southsea PO4 9AD.

HMS Frisky, a WWI deep sea rescue tug ended up in Canada in WWII as the 'Foundation Franklin'. George Bell's father George, from Dalkieth, was a RN signaller during WWII on that ship. George recently discovered that an employee's grandfather, Oniso Clyburne, from Nova Scotia, was a stoker on the 'Franklin'. Does anyone have any info, pictures or documentation about this ship or remember the sailors? Contact George Bell, 22, The Lawns, Northampton NN2 6EE, tel: 01604 792777, e-mail: info@techno-vision.co.uk

HM Submarine Turpin: In early 1958, A.D. Roake recalls heading for exercises around Kingston, Jamaica, when the boat developed engine problems which resulted in the tug Samsonia being sent from the UK to tow them home. The journey of 5,200 miles took just under a month to complete. Mr Roake believes the Bosun of the Samsonia filmed the Turpin wallowing behind the tug. If anyone knows the whereabouts of this film, please contact A.D. Roake, Little Oast House, Eridge Lane, Rotherfield, East Sussex TN6 3JU, tel: 01892 852620.

HMS Girdleness, Malta 1959-60: Does anyone have a photo of Arthur R. Downs in

HMS Collingwood Association seeks members - as well as wartime ratings they are after members of the post-war electrical branch; EMs, REMs, Artificers and mechanics, plus those of the 'crossed missile' generation. All greenies welcome. Contact Mike Crow, 7, Heath Rd, Lake, Sandown, Isle of Wight or Ray Ellis on 01895 444750.

HMS Ark Royal, 834 Sqdn & HMS Hermes, 849 Sqdn, stationed briefly in Sgts Mess, RAF Seletar, Singapore 1962-63.

Their ex-C/W Welfare would welcome news of how they are faring, especially POs Sidney and Tustain. Contact Mrs B.J. Smith on 01297 32528

HMS Minerva: Eric Piper served in HMS Minerva from June 1974 to December 1975, and wants to hear from two of his pals in the RN, Lt Graham Edmonds and LRO (T) 'Dids' Langdon. Contact Eric at 17, St Benet's Rd, Stalham, Norwich NR12 9DN, tel: 01692 580133, e-mail: hamelin2001@yahoo.co.uk

HMS Invincible 1989-91: Plans for a forthcoming mission are being put together by Wally Wharton for members of 6Golf Comms Mess serving on board between these years. Give Wally a call on 0131 245 8320 (day) or 0131 660 9306 (night), or e-mail wally_wharton@yahoo.co.uk Also HMS Invincible Gurning Society 1989-91: All of the Comms Gurners are also requested to contact Wally.

Playgroup plans reunion

A PLAYGROUP with strong Navy links is hoping to stage a 35th anniversary reunion this autumn.

Wyke Regis pre-school playgroup at Shrubbery Lane, Weymouth, moved from a church hall to its present location in 1978.

It is just 150 metres from the old Naval officers' MQs, and also close to the Walker Crescent ratings MQs, so the group has a tradition of welcoming children from Naval families, as well as wives who

helped out of joined the staff.

If anyone with any connection - as a pupil or staff - would like to join a reunion in September or October, contact Maureen Healy on 01305 778851.

lostoppo.com has been relaunched. We require able-bodied men and women to peg in and join the ship's company. Find your lost oppo and much more at www.lostoppo.com

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RN SUPPLY OFFICERS' COCKTAIL PARTY AND BUFFET SUPPER 2001

A Cocktail and Buffet Supper Party for serving and retired Supply Officers and partners will be held in the Wardroom, HMS NELSON on Friday 6 July 2001, commencing at 1830.

Cost: £20 per person.
Closing date for applications:
18 June 2001.

Contact: Lt Grant Lewins, TAXO, Demeter Block, HMS RALEIGH, Torpoint, Cornwall, PL11 2PD. Tel 01752 811532

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Geordie ties are strengthened

HMS NEWCASTLE has gone to the dogs in a continuing campaign to strengthen ties with her namesake city.

The local greyhound track regularly stages races, named the Geordie Gunboat Stakes, when the ship or members of her ship's company are visiting the city.

The first two were won by dogs named Briercliff Raven and Micke's Image, and the

Commanding Officer of the destroyer, Cdr Steve Pearson, was able to meet the owners and trainers on both occasions.

Recent visits have allowed the ship to make her presence felt in the North-East, even while she remained hundreds of miles away in her home port of Portsmouth.

A dozen or so sailors travelled to Newcastle to present

£750 of Game Boys and other equipment to the children's ward at Newcastle General Hospital.

Apart from visits to local industry - the destroyer has affiliations with Barbour and Newcastle and Scottish Brewers - the team, led by Cdr Pearson, also called in on Marine Park First School at Whitley Bay and Harlow Green Junior School, Gateshead, where the ship's local lads talked about life in the Navy and transport at sea.

Schoolchildren at Marine Park closely followed the progress of Newcastle during last year's

global deployment - their mascot Salty Bear was an honorary member of the destroyer's ship's company for the trip.

One visit coincided with the release of the ship's account of their role in Naval Task Group 2000, a book known in the trade as *The Geordie Gunboat Goes Global*.

Proceeds from the sale to the general public, through a council outlet, will go to city's Employment Bond, a local economic initiative which the ship supports.

Cdr Pearson was the guest of honour at Divisions for the ship's affiliated Sea Cadet units from Newcastle Jellicoe, Hebburn, Gateshead and Jarrow.

■ The Big Match - see Sport.



● Cdr Steve Pearson talks to Michael Ormston, nine-year-old mascot of the Newcastle Jellicoe Sea Cadet Unit, during Divisions (left), and helps launch the HMS Newcastle deployment book at the Civic Centre shop with shop staff (above).

The Association of Royal Navy Officers

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ARNO is both an officers charity and a membership association which is open to serving and retired commissioned officers of the RN, RM, QARNNS, WRNS, and their Reserves. Formed in 1925, ARNO's primary purpose is to assist officers and their dependants in need with grants and bursaries from the proceeds of its assets, which exceed £3 million.

Today ARNO's 9,300 members are offered both financial and other advantages, the former very comfortably exceeding the annual subscription (£10 per annum or £150 for Life)

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For membership application form, please complete the following:

TO: LT CDR I M P. COOMBS RN, ARNO, 70 PORCHESTER Tce, LONDON W2 3TP

Please send me details and a membership application form:



KEVIN SETS MIND ON A VIETNAM BIKE ADVENTURE

AN RNA member's charity bike ride through Vietnam will help to raise thousands of pounds for MIND, the National Association for Mental Health.

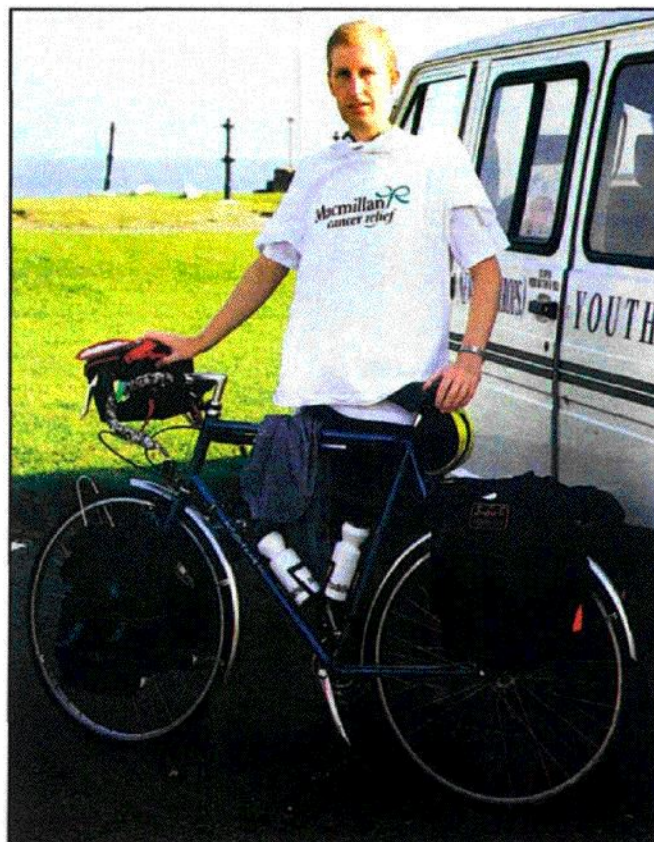
Shipmate Kevin Close of Newport (Shropshire) branch will be among 100 cyclists dedicated to covering 460km which will take them through Vietnam's rolling paddy fields – and to Ho Chi Minh City, the former Saigon.

The sponsored ride in November is expected to raise a

minimum of £2,500, and Kevin is appealing to all RNA branches and clubs, and fellow shipmates, to give whatever support they can.

Kevin, a 37-year-old postman, is a seasoned charity cyclist, and two years ago he pedalled from John O' Groats to Land's End in aid of the Royal National Lifeboat Institution and Macmillan Nurses.

At that time his father was in the early stages of Alzheimer's disease, and when Kevin realised that one in four people suffer at some stage from mental health problems, he decided to give up his postie role for ten days to make the Vietnam ride.



● Shipmate Kevin Close, planning to raise £2,500 by getting on his bike in Vietnam.

Return to where the old flotilla lay . . .

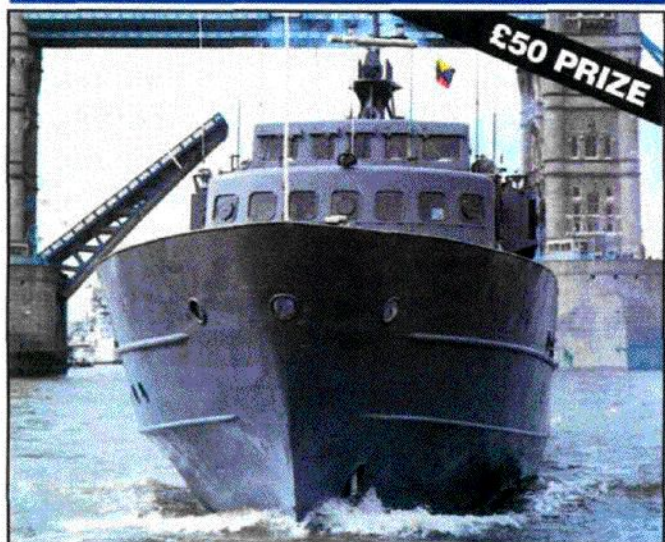
SURVIVING members of the 10th Destroyer Flotilla and Tribal-class Destroyers Association plan to return to the D-Day beaches on June 4-8 to commemorate the 57th anniversary of the landings.

They will pay tribute at the Cenotaph in the Bayeux cemetery, the US cemetery at Omaha Beach and at Arromanches.

A year ago the association laid up their standards at Plymouth Royal Dockyard Museum as it became clear that time had taken such a toll of members that their annual reunions were becoming less and less viable.

They do, however, retain two standards – the Union Flag and the Cross of St George – which will be borne at the Normandy ceremonies. As well as D-Day, members are veterans of the Atlantic, Russian and Mediterranean convoys and of the Pacific War.

PICTURE PUZZLE



WINNER of the £30 offered for the correct answer to our April puzzler was Mr John Hancock of Launceston in Cornwall.

He correctly named HMS Sirius as being the odd one out among the Leander-class frigates in that she was the only one not to be named after a figure from history or mythology. She was, of course, named after a star.

This month we offer £50 for this ship's name in the Royal Navy, as well as the one she was given before joining the Senior Service. Ironically, the

flighty name she was given by the RN was more appropriate to her earlier service, and her earlier name more fitting for her Naval role.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is July 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our August edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 76

Name

Address

My answer

Cardiff

Dedication of the branch's new standard in the Church of St John the Baptist was attended by the Lord Lieutenant of Glamorgan, Commodore Robin Johns, the Deputy Mayor and other local dignitaries.

It also provided the opportunity for the dedication of the standards of the local Sea Cadet unit and the Merchant Navy Association. The parade, led by the Band of the Royal Marines Plymouth, included 50 standards and 700 ex-Service men and women. At City Hall the salute was taken by Commodore Johns.

Hereford

New treasurer of the branch, Shipmate Ken Matthews, announced that funds were well in the black, allowing a donation of £100 to the local Sea Cadet unit. Shipmate Norman Long has been elected assistant treasurer and a sub-committee has been formed for fund-raising events.

Members attended No 7 Area's quarterly meeting, hosted by Pembroke Dock branch, as well as the dedication of Cardiff's standard.

Frinton & Walton

Poor weather did not prevent a big turn-out for the dedication of the branch's new standard at All Saints Parish Church, Walton. The service was conducted by the branch chaplain, the Rev Scott Sanderson, the address was given by the Rt Rev Holland Bishop and the lesson was read by Commodore D. B. R. Hughes, the Naval Regional Officer.

Colchester Sea Cadet band led the parade which included Walton Sea Cadets and 30 standards. The

salute was taken by Commodore Hughes.

The occasion also marked the 20th anniversary of the branch, celebrated by a buffet dance attended by Ivan Henderson, MP for Harwich, the Mayoress and local councillors.

Commodore Hughes presented certificates to the branch's outgoing standard bearer, Shipmate Ken Sleep, and to his successor, Shipmate Dock Harris.

Pwllheli

At the annual general meeting, branch president Shipmate Gareth Thomas praised the ladies section for giving funds a "tremendous boost" through their raffles and other efforts. Thanks to Shipmate

Owen Roberts, the crest of the wartime frigate HMS Usk has been restored. It was presented to the Town Council for support given during Warship Week in 1942. The branch links, too, with HMS Glendower, the wartime training establishment.

Beccles

Many hundreds of young people from Sea Cadet units and other organisations have been accommodated for training and educational activities in HMS Bristol, the alongside training ship at Whale Island, Portsmouth. To provide them with additional leisure items, the branch raised £200 which was presented by branch president Shipmate Richard Ling to Bristol's

Commanding Officer, Lt Cdr Tim Gibson.

York

Branch secretary Shipmate Mick Farrington has designed and made a traditional rum tub for use on special occasions. With fellow shipmates, he will ensure that the rum in the tub is of the correct gravity and proof. The first issue was donated by a former shipmate to be drunk in his memory as he crossed the bar.

Stourbridge

The No 8 Area Shipmate of the Year title has been won by Dave Weaver. It is the second time in three years that a Stourbridge member has scooped the award.

RNA's day at the races

AFTER a successful day at Wetherby Races, Commodore Paul Sutermeister (left) presents the Association's cup to Colin Brown, owner of Banker Count, the winning horse in the RNA Handicap Chase.

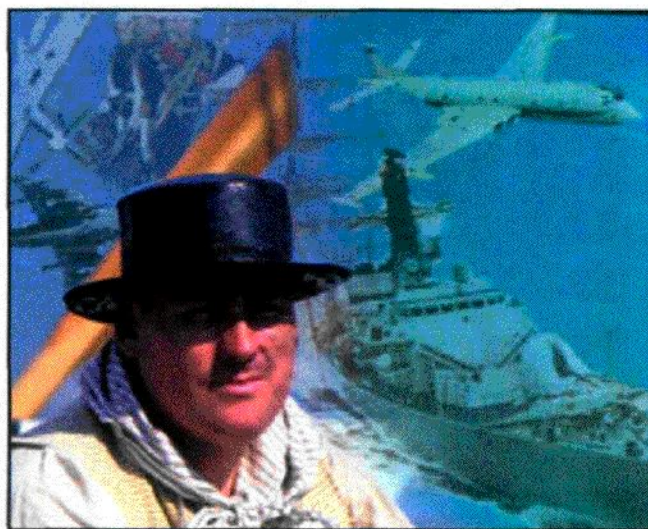
Commodore Sutermeister is president of No 11 Area, whose chairman, Shipmate John Utley, presented a cheque for £40 to the owner of the best turned-out horse.

The RNA race, the main event of the day, was televised by Channel 4 and run in good weather before a large crowd.

Though many meetings in Yorkshire had been called off due to the foot-and-mouth outbreak, the RNA event escaped cancellation despite earlier fears that it would not be run.

Picture: Nigel Cunningham





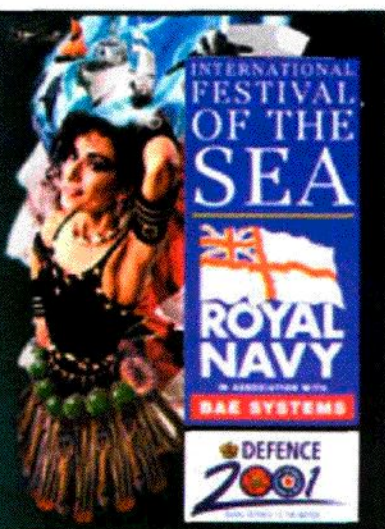
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Association



David's new D-Day victory Change of PR adviser

THE SEVEN-YEAR dream of a destroyer survivor will be realised on June 6 when the only memorial specifically dedicated to all the Allied naval people who died in the Normandy campaign is unveiled on the D-Day shore.

Shipmate David Cottrell, who himself narrowly escaped death when his ship, HMS Swift, was mined off Normandy on June 24, 1944, has met almost half of the £7,500 cost of the granite memorial out of his own pocket.

It will be unveiled at Hermanville-sur-Mer by the man who was in command of the Swift when she sank, Capt John Gower.

A large contingent of veterans is expected at the ceremony at 3pm on the Avenue Felix Faure, La Breche. Among them will be members of the Royal Naval Association, many of whom answered a fund-raising appeal by Mr Cottrell.

Also present will be the new Lord Mayor and Lady Mayoress of Portsmouth, Cllr Elaine Baker and her sister, Sheila Jackson. They will be accompanied at the ceremony by a delegation from Portsmouth City Council.

The site has been provided by the local authorities at Hermanville who have also contributed an 18in-high plinth and chain and posts to surround it, as well as two flagpoles to fly French

and British flags.

The memorial itself takes the form of a 6ft-high Celtic cross with a Royal Navy motif at its centre, and below bearing an anchor design and the following words in English and French: "We remember with gratitude all the men of the Royal, Merchant and Allied Navies who fought and died here in Normandy in 1944".

The cross was taken to France at the end of April by David, a member of Bristol South branch of the RNA, and another D-Day veteran, Shipmate Billy Swift, via the Portsmouth-Cherbourg ferry.

David would still welcome contributions to the memorial fund, to be sent to him at 9 Tyndale Court, Chertsey Road,

Redland, Bristol BS6 6NF. He thanks the following who have already made contributions:

Sir Nigel Vernon, Portsmouth City Council, HMS Cavalier Association, Association of RN Officers, *News of the World*, Yorkshire & Lincolnshire branch of the Landing Craft Association, Guildford branch of the Association of Wrens, Avon, Somerset & Wiltshire branch of the Russian Convoy Club, Billy Swift and family, Fire & Rescue Equipment Ltd of Southampton, and the following RNA branches - Aylesbury, Wells, Greenford, Southend-on-Sea, Scarborough, Basildon, Peterborough, Lincoln, Leicester and Newport.

NEW public relations adviser to the RNA is Commodore Barry Leighton, who like his predecessor, Capt Peter Voute, is a former director of Royal Navy PR.

The Association's National Council has agreed that Commodore Leighton's title should be slightly altered to Communications and PR Adviser to reflect contemporary terminology.

He runs his own production consultancy business specialising in television programmes covering military matters, and is contracted to Carlton Drama as naval adviser.

Capt Voute, who has been PR Adviser for over two years, relinquished the voluntary post as he is moving back to his roots in Guernsey.

Commodore Leighton said: "Peter Voute gave me a good turnover, and I am very much looking forward to being part of the RNA team and helping further to enhance our profile."



Modelmaker in battle against failing eyesight

WORLD War II veteran Lt Cdr Roy Price-Fox of Dereham branch is today fighting another battle - to complete his last model ship before his sight finally fails.

His battle against time is being fought on behalf of the wartime motor launch HML130 on which he served in

the Mediterranean. His work on the model of the vessel is being done largely from memory, with only scant reference to plans.

He was on board the motor launch when in May 1942 it was captured by the Germans off Malta.

Lt Cdr Price-Fox, holder of the DSC, said: "At first we were imprisoned in Sicily, and I remember how the Italian nuns would bring us supplies of apples and other fruits which were immediately confiscated by the guards."

Scores of his models crowd every available shelf at his home in Watton, but the rapid failure of his eyesight means that HML130 must be his last.

● Lt Cdr Roy Price-Fox - hoping to finish this model of his wartime ship before his failing sight makes it impossible. Picture: Eastern Counties Newspapers

Membership collapse closes Saudi branch

FALLING membership has forced the closure of one of the RNA's overseas branches - Dharan in Saudi Arabia.

Queen presents John's MBE

SHIPMATE John Barber of Crawley branch has been invested as MBE by the Queen at Buckingham Palace.

John's award was for services to the local community as a member of the RNA and Royal British Legion - for which he is the county standard bearer training officer.

The RNA branch's 50th anniversary celebrations and Trafalgar dinner is set for October 19 at the Wingspan Club, County Oak, Crawley.

In December the branch found that it did not have enough members to form a committee, declining numbers being accelerated by the transfer of people to other parts of Saudi. This year membership has declined even more.

The club assets of £3,519, plus a private donation, have been sent to RNA HQ for the benefit of the RN Benevolent Trust's Pembroke House home. The RNA will match the donation.

It is planned that the first chairman of the branch, and the last chairman, visit Pembroke House to present the branch's last plaque to the home.

In Brief

CHEQUES totalling £2,300 have been presented, on behalf of Plymouth branch, to two Sea Cadet units, TS Golden Hind and TS Manadon; Alexandra House and the Joint Services Hosanna House Group. They were presented by branch president, Commodore Ric Cheadle, Plymouth Naval Base Commander.

OUTGOING chairman of Bishop's Stortford branch, Shipmate Alan Kendell, was presented with a ship's decanter in recognition of his many years of service. He is succeeded by Shipmate Neville Robinson. On his election as Shipmate of the Year, Bill Morris was presented with a tankard.

A SILVER cup to be known as the Reg Pearcey Trophy will be awarded at No 4 Area annual standard

bearers competition. The cup is in memory of the late Shipmate Pearcey, Area ceremonial officer and a member of Taunton branch. It has been presented by his widow.

TRIBUTES were paid to Shipmate Bob Ellis who has retired after 22 years as welfare officer of Bristol branch.

DURING the past six months over £600 has been raised by Driffild branch to help TS Iron Duke Sea Cadet unit and the Flying Angel Missions to Seamen in Hull.

WINNING top marks in a quiz as guests of the RAF Association, members of Skipton & District branch also went home with the domino and raffle prizes. They plan to invite their hosts and members of the Duke of Wellington Association to take part in another contest.



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The Naval Reunion Specialist

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We have over many years been associated with the Royal Navy, holding Reunions for: HMS EXETER, HMS SHEFFIELD, HMS NEWFOUNDLAND, HMS TENBY, HMS ARETHUSA, HMS CUMBERLAND, TON CLASS ASSOCIATION, CASTLE CLASS CORVETTE ASSOCIATION and the PLYMOUTH RNA.

The Trecarn has 136 En-Suite bedrooms with colour TV, tea making facilities, and can accommodate up to 250 Guests. The hotel has a large Dining Room that can hold up to 300 Guests, as well as two spacious Ballrooms and Bar areas, ideal for any association regardless of its membership size.

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Naval Quirks

MY LORD, THE SHIP IS IN GRAVE DANGER FROM A GALE BUT WE ARE EXERTING OURSELVES TO AVERT DISASTER!

TELL ME SIR HOW FEAR FEELS. I CAN SEE HOW IT LOOKS!

SIGH.. TELL ME SIR HOW BOREDOM FEELS....

TALKING OF PUT DOWN REMARKS, AN OFFICER AWOKED ADMIRAL LORD HOWE WITH:-



NoticeBoard

Deaths

C/Sgt Anthony William Ball, Commando Training Centre Lympstone, April 13.
AE2 Michael J. Scamp, 824 NAS, RNAS Culdroe, April 26.

Admiral Sir Charles Madden Bt, GCB, C-in-C Home Fleet 1963-65. Served 1920-65. Appointments: Iron Duke, Kent (China Station), Excellent (gunnery specialisation), Queen Elizabeth, Exmouth (Abyssinia crisis), Sussex (Palestine emergency), King George V, Warspite (Executive Officer, Calabria, Matapan, Oran, Crete, MID), Emperor (CO, Liberation of Rangoon and Malaya, MID), Naval Assistant to First Sea Lord 1946-47, Battleaxe & 6th Destroyer Flotilla (CO), Defence Research Policy Committee, Chief of Naval Staff and First Naval Member of N. Zealand Navy Board, Deputy Chief of Naval Personnel 1955-57 (introduced General List for officers), Flag Officer Malta 1957-59, C-in-C Plymouth 1959-63, As C-in-C Home Fleet and NATO C-in-C Allied Forces Eastern Atlantic created Standing Naval Force Atlantic. Chaired boards of National Maritime Museum, Royal National Mission to Deep Sea Fishermen, Standing Council of Baronetage, Member of Council of Sail Training Association. Lifelong artist who took part in many exhibitions. April 23, aged 94.

The Very Rev Henry Lloyd OBE, DSO. Served as RN chaplain 1940-46. Appointments: Illustrious (Mediterranean). During dive-bombing attack on Illustrious "worked incessantly on behalf of wounded with complete disregard for his own safety." First RN chaplain to gain DSO. Renown. Ganges. Dean of Gibraltar 1950-60 (OBE). First Dean of Truro Cathedral 1960-81 and then Dean Emeritus. Aged 89.

Robert (Bob) Stead, former lieutenant RNVR, served 1941-46. CBE 1955. Served in fleet minesweepers and with Admiralty Selection Board. Pre-war regional newspaperman. Post-war became BBC broadcasting executive. Thought up radio's *Gardeners' Question Time* and was first chairman in 1947. Later head of programmes in northern region; BBC's Australian and N. Zealand representative 1953-57; controller of Northern Region 1958-69. President of Society of Manchester & District Golf Captains. April 3, aged 91.

Maurice Johnson, former lieutenant (gunnery officer), served WW2. Member of HMS Diamond Association. Other ships included Havoc. RN champion marksman 1959 and competed at Bisley until recently. March 23, aged 84.

Capt Andrew Howard DSC, photo-reconnaissance innovator. Seafire and Hellcat pilot in WW2. Commanded Special (Intelligence) Branch, London Division RNR. April 5, aged 79.

John Winton (Lt Cdr John Pratt), Naval historian. Ships: Illustrious, Eagle, Springer, Acheron, Explorer. Naval author (*We Joined the Navy, Down the Hatch*), naval obituarist for the Daily Telegraph. Aged 69.

Ivor Whitby, ex-PO, served 1939-53. Member of Beeston Nottingham branch of HMS Ganges Association. April 11, aged 78.

Basil J. Martin, ex-shipwright, served 1942-47. Served: Chatham dockyard,

Excalibur, Pembroke, Triumph. Discharged as a result of accident. Became Inspector of Shipwrights, constructing submarines at Chatham and Barrow-in-Furness. Aged 74.

Frank Thomas Fowler RM, ex-Musician. Served 1934-60. Ships: Resolution, Glasgow, Vengeance, Nigeria, ss Gothic, HMY Britannia, RM Eastney. Member of Assn of Royal Yachtsmen. March 20, aged 81.

Tom Smith, ex-LM(E). Ships included Whirlwind, Tiger, Charybdis, Rapid, Loch Fada. Member of Loch Fada Association. April 14, aged 61.

Ken Morris. Ships included HMS Mermaid (Russian convoys). April 2, aged 75.

Walter Battarbee, ex-PO, engineer on RN Patrol Service minesweepers. Ships included MMS92, Europa, St Tudno, Claverhouse, Ferret, Bonetta, Korab 1, MMS 75, BYMS 2011, Miranda. Member of Merseyside branch of RNPS Assn. March.

Lew Millward, member of HMS Opportunity Association. March.

R. P. (Ron) Hiseman, CPO submariner. Boats: Thule, Tally Ho, Tudor, Artful, Acheron, Walrus, Renown. Member of Gosport branch of Submariners Assn. April 19, aged 67.

John (Jimmy) Gardner, ex-EM(A)1, served 1947-74. Ships: Ariel, Sanderling, Seahawk, Bulwark (and in Kenya S. Africa and Malaya). April 19, aged 69.

Charles Maggs, engine room Ajax 1935-45, Battle of the River Plate 1939. Also served Shearwater. Member of the Legion of Honour of the Croix de Guerre, and Polish medal of valour – saved the life of an injured Polish sailor under heavy enemy fire. September 25, 2000, aged 86.

Reg Sully BEM, C/Sgt RM. Served 1935-60. Ships: Cardiff, Albion, Furious, Newcastle (Korea – mentioned in dispatches), Vanguard. NCO 1st Winston Churchill's bodyguard, Casablanca 1943. HMS Newcastle Association. April 20.

Kenneth Cooper, ex-Signalman. Served 1943-46. Ships: MV Empire Meadow (D-Day), Tatoo, February 17, Aged 75.

Paul Westcott, former lieutenant commander. Served 1971-95. Ships: Galatea, Warspite, Onyx, Ocelot, Upholder-class.

John Greene OBE, pioneer in psychiatric nursing. WW2 sick bay attendant, as a trained psychiatric nurse, RN Hospital, Chatham, PO in hospital ship Vita. Aged 84.

Donald Garrow, pioneering paediatrician. Served in Far East, WW2. February 24, aged 83.

Frederick Salfeld, Daily Telegraph journalist. Served WW2, including Combined Ops, landings in South of France. Aged 95.

Lt Cdr Charles Owen DSC, second-in-command Obdurate Battle of the Barents Sea, 1942. Ships: Barham, Westcott, Obdurate, Stevestone. Opened one of first Wimpy hamburger bars, 1956. Naval author.

Maj Alan Marsh, RM WW2 FAA pilot. Flew in France, Finland, Norway, Battle of Britain, Op Pedestal, Far East. April 12, aged 88.

Frederick Dennis Jagger, AB. Ships: Belfast 1949-52. HMS Belfast Association. March 12.

Ernest William Whittington, Signalman. Ships: Belfast 1943-44. HMS Belfast

THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the June headlines of past decades...



● HMS Bermuda – visited Sierra Leone in 1961 for independence celebrations.

Association. May 2.

D.A. Williams, lieutenant commander. Ships: LSTs 321, 3037, 3009. LST Club.

Robert (Bob) Wheaton, of Queens Rd, Farnborough. Died March 16, 1999. Current householder would like Bob's friends to know, as mail for him is still being received.

Pat Hewitt. Ships: Illustrious and Sparrow. Aged 73.

Thomas (Motty) Mottershead, PO(ERM). Served 1943-46. April 18, aged 78.

Tansy Lee, CPOWEA. Served 1954-85. Ships: Torquay, Blake, Sirius, Endurance, Bacchante. April 20, aged 64.

ASSOCIATION OF RN OFFICERS

Cdr W.P.T. Croome. Served: Galatea, Woolwich, Illustrious, Ocean.

Lt Cdr (X) J.A. Greenfield DSM. Served: Fulmar, Centaur, Goldcrest, Albion, Osprey, Seahawk.

Cdr R.P. Hill DSO DSC. Served: Resolution, Vanessa, Electra, Penelope, Ledbury, Grenville, Jervis, Victory.

Cdr (X) D.H. Mackay DSC. Served: Stork, Sidmouth, Quebec, Copra, Kenya, Cochrane and Dryad.

Lt Cdr H.S. Peters. Served: St Vincent, St Angelo, Impregnable, Dryad.

Lt (E) R.C. Sandalls. Served: Indefatigable, Birmingham, Truelove, Loch Alvie, Fulmar, Carysfort, Ariel, Salisbury.

Lt Cdr A.N. Stanley. Served: Rodney, Bigbury Bay, Cochrane, Neptune.

40 years ago

THE CRUISER HMS Bermuda was in Freetown for Sierra Leone's independence celebrations, as were HM ships Leopard and Lynx.

The frigate HMS Plymouth was commissioned and the submarine HMS Otter launched.

30 years ago

FIRST operational sea trials of a Harrier jet fighter on board HMS Ark Royal were hailed as a success. Navy News said the first of a new class of 'through-deck cruisers' designed as platforms for helicopters, would find something like the Harrier a bonus to their capabilities.

20 years ago

AN OPERATION to salvage £44 million worth of Russian gold from the sunken cruiser HMS Edinburgh had been authorised. Many former members of the ship's company were opposing the plan as Edinburgh was a war grave. The ship was lying 700ft deep in the Barents Sea where she had been sunk in 1942.

Last of the Daring-class destroyers, HMS Diamond, was towed from her Gosport berth to the breakers.

Lt F.J. Thacker MBE. Served Resource, Shrapnel, Ceres, Afrikander.

Lt Cdr (X) T.D.L. Wardle. Served: Siskin, Eagle, Llandaff, Glassertown, Seahawk.

Lt Cdr (X) D.T. Watts. Served: Marmion, Montclare, President, Warrior, Gibraltar.

Cdr (E) A. Williams. Served: Tyne, President, Ariel, Goldcrest, Ark Royal, Seahawk, RAE Farnborough.

ROYAL NAVAL ASSOCIATION

Margaret (Miggs) Ackroyd (nee Hutchins), Ludlow & District. Former 3/O, served 1940-44. OTC Greenwich, special duties Dover and Portland Bill. Member of Association of Wrens. March 3, aged 86.

J. Mitchell MBE. Worthing. Served in HMS Penn during Op Pedestal to Malta, assisting tanker Ohio into Valetta. Aged 95.

Joe Young, founder member of the RNA of Vancouver Island, BC, Canada. Served 1939-52. Ships: Princess Beatrice, Armadillo, Gosling, Rifleman, Volage, Fierce and a member of Combined Ops. Aged 86.

Ron Woodley. Carterton. Royal Navy and Merchant Navy. February 8, aged 75.

Peter Morgan Roome. Brecon. Lieutenant. April 1, aged 78.

Joe McLennan, South Liverpool. Served throughout WW2, and was survivor from HMS Harvester. Died April 23, aged 79.

Roy Blackburn, vice president, Crewe. Served 1946-48. Ships: King George V. Former CO Crewe SC. Aged 74.

Peter Dymond, Nuneaton. Ex-PO (Air), member of Tamworth Aircraft Handlers Assn. Ship: Arethusa. April 3, aged 72.

Barbara Kennedy, minutes secretary, Wivenhoe and Elmstead. Aged 73.

John Cheevers, Wivenhoe and Elmstead. Ships: Wizard, Cadiz, Sluys, Vanguard, Eagle. Aged 71.

D.I. (Dougie) Leeson, Swindon. Ex-Stoker Mechanic, member Korean Veterans Association, founder member HMS Concord Assn. Ships: Maidstone, Verulam, Theseus, Concord, Chaplet, Barfleur. April 12, aged 70.

Ted Smith, Birkenhead. Ex-C/ERA. Ships: Anemone, Domett, LST 410, LST 425, LSE LC50. Member of LST & LC Association, Wirral and Cheshire branch of NVA and RBL. February 28, aged 79.

Stanley Croft, Harlow. Served 1940-45 as an L/S LTO. March 9, aged 81.

John (Dusty) Miller, Greenford. FAA 1942-46. Ships: Empress. Member Essex FAA Association. April 14, aged 77.

Hugh Thompson, Portsmouth. April 21.

Jim Slater, Borhamwood. Ships: Calliope, Blenheim, Woolwich, WW2. April 28, aged 80.

Don Gunn, founder member and life vice president Tamworth. April 29, aged 78.

Appointments

Vice Admiral Sir Fabian Malbon to be Director Topmast. July 1.

Rear Admiral I.A. Forbes to be promoted Admiral and to be Deputy Supreme Allied Commander Atlantic in succession to Admiral Sir James Perowne. Jan. 2002.

Vice Admiral Sir Ian Garnett to be promoted Admiral September 11 and appointed as Chief of Staff SHAPE September 18.

Rear Admiral M.G. Wood is to be Chief Naval Engineer Officer. June 27.

Capt A.J. Johns to be CO HMS Ocean. May 21.

Cdr A. C. Ashcroft to be CO HMS Manchester. Sept 4.

Cdr R.L. Powell to be CO HMS York.

Lt Cdr D. C. K. Barker to be CO HMS St Albans.

Lt Cdr P.D. Craig to be CO HMS Leeds Castle. September 14.

Lt Cdr A.A. Jordan to be CO HMS Brecon. October 16.

Swop drafts

POCA Everson, HMS Nelson (HMNB Portsmouth ext 22163) drafted HMS Nottingham July 30 (deploying March 2002). Will swop for any Portsmouth ship not deploying.

OM(UW)1 M. Howett (E112 MTLS, Air 233), HMS Kent (deploying Aug.). Will swop for any Type 23 not deploying.

CH1 B. Smith, HMS Pembroke, will swop for any Faslane-based MCMV. ERD Oct 2002.

POMEM(M) Walpole (132 Building, ext 21721), drafted HMS Newcastle June 2002. Will swop for any Portsmouth ship refitting or DED in Portsmouth.

LOM(AWW) L. Byrd, HMS Dryad (0467 782869), drafted to HMS Sutherland July/August. Will swop for any Portsmouth ship, preferably Type 23, deploying or not.

■ Ratings seeking to swop drafts must meet the requirements of BR14, article 0506. All applications must be made on Form C240 to NDD, Centurion Building.

Film search

THE TV company which used colour film to illustrate documentaries about World War II is now seeking film of the British Empire.

Trans World International now acclaim for *The Second World War in Colour* and *Britain at War in Colour*.

Now they are seeking help from former members of the Armed Forces and their relatives for a series entitled *The British Empire in Colour*. The films will reflect the point of view of those who lived and worked in the former colonies from the 1920s to the 1970s.

Anyone who feels they have material, including cine-film, home movies, letters and diaries that may be of use should contact Dan Parry at TWI, 4th Floor, McCormack House, Burlington Lane, London W4 2TH, tel 020 8233 6485, fax 020 8233 5301, or e-mail dparry@imgworld.com

Historic boats go on show

THE BRITISH Military Powerboat Trust is giving members of the public the chance to see some classic examples of the small vessels which helped Britain to win World War II.

The Trust owns a number of

expertly-restored motor torpedo boats and motor gun boats, and it is holding an open day at Cracknore Hard, Marchwood, near Southampton, on June 10.

The boats on display will include HSL 102, a high-speed launch which took part in the evacuation of Dunkirk, RAF 206, which helped to rescue pilots during the Battle of Britain, and Motor Torpedo Boat 331, which is being handed over to the Trust by Hampshire County Council after years in storage at Priddy's Hard, Gosport.

Other craft with a Naval background are MGB 81, MTB 71, and a 25-ft Naval Fast Motor Boat.

Visitors will be allowed to look around the Trust's restoration sheds, which house an impressive collection of boats and artefacts, and there will be opportunities to go to sea in a restored seaplane tender.

For more details, contact the British Military Powerboat Trust on 023 8042 8433.



● Dunkirk veteran HSL 102.

Hopes high for future of wartime Navigator

PLANS to save a wooden D-Day veteran ship have received a major boost with the news that a trust fund may help pay for the cost of her restoration.

Yarmouth Navigator, a wooden Admiralty Motor Fishing Vessel built for minesweeping duties during World War II, was damaged by storms in Plymouth and has been laid up for four years.

David Fricker, whose father Maurice served in the ship in the early 1950s, said the time had arrived when she would either have to be saved – or scrapped.

Now the Navigator, which saw service at the Normandy landings as MFV 1502, could be heading to Portsmouth, as early as this month, to begin a process which David

hopes will see her restored to her full wartime appearance, including masts and armament.

She is believed to be the last of her particular class to maintain her MOD configuration – the class was designed to be sold for fishing work after the war.

David said there is a need for photos, drawings and plans of the ship – technically a 90ft Class MFV – to help with her restoration.

He would also like to hear from the ship's company who manned her during her Admiralty years. At one point she was attached to HMS Europa in East Anglia, and HMS Vernon was her D-Day base.

Anyone who can help, or who served in her, should contact David at 023 9272 2715.

HMS COLLINGWOOD FIELD GUN DAY

Incorporating the National Tug of War Championships and Robotic Vehicle Competition

On Saturday 23 June, at HMS COLLINGWOOD, Fareham, will hold its annual Field Gun Day, which will take a slightly different turn this year and incorporate the National Tug of War Championships and a Robotic Vehicle Competition, both attracting service and civilian teams from around the country. The main attraction, however, will still be Field Gun competition for the Brickwood Trophy. This competition takes a slightly different form from the Inter Command contest at Earls Court, but both celebrate the same historical event, the involvement of Naval guns at the relief of Ladysmith during the Boer wars.

With crews from establishments throughout Great Britain and RN Gibraltar, competing against each other for this coveted award, the competition will be filled with excitement and tension from the start.

The gates will open at 11.00, and fun will begin immediately with attractions such as the Raiders parachute Display Team, Royal Gurkha Rifles Pipes and Drums, and the First Dragoons Cavalry and Artillery Act. A second arena will feature attractions such as Mounted Skill at Arms Display by the First Dragoons, RAF Dog Display, and Unarmed Combat Display by the Royal Marines, to name but a few. Together with an exciting range of activities for the children including "Old MacDonald's Farm" Bouncy Castle, the day promises to be excellent fun for all the family.

Tickets will be £3 Adults, £2 Children/OAP and £8 Family ticket.

For more information contact the Public Relations Officer on 01329 332312 or visit our website at www.royal-navy.mod.uk/collingwood

MARSH ALAN EDWARD Major RM rtd.

Funeral Service took place

Thursday 26 April

at 11.00am at

Portchester Crematorium

Enquiries to

Barrell's Funeral Directors

- 023 9282 4831

Sadly missed by all

friends and neighbours

In loving memory of Karen Snell

Who passed away aged 39, on 23rd April 2001 after a short illness.

Ex CPO MEA (L) Les Snell

Served '71-'96 ex HM Ships Illustrious and Invincible, would like to extend

his heart felt gratitude to friends,

relations and ex-colleagues for their

sympathy and condolences and to the

many who attended Karen's funeral on

30th April in Cumbria. Your support

has been deeply appreciated.

Karen was a wonderful wife and

mother of Tom and Danny Snell. Karen

enjoyed navy life and had a large circle

of friends within the navy community.

Thank you for the cards and flowers

sent and to the many who travelled so

far to pay their respects in Cumbria,

thank you for your support.

Les, Tom and Danny Snell



Lusty acquires Fleet EW trophy

HMS ILLUSTRIOUS has won the Fleet Electronic Warfare effectiveness trophy for the year 2000.

The carrier's EW department (left) was adjudged to have made the most significant contribution in enhancing and forwarding the effectiveness of the discipline throughout the Navy.

As well as their mainstream work, the award also recognised the team's enthusiasm in furthering EW in the fast-evolving world of command, control and information systems – they have been closely involved in furthering the capabilities of the Command Support Systems and in establishing Fleet standard operating procedures.

■ Sea Scouts from Holy Trinity (Margate) were thrilled to be offered the chance to visit HMS Illustrious as a reward for charity work at a respite care home. They were shown all over the aircraft carrier and had lunch on board before a sightseeing tour of warships in Portsmouth.

Hospital has a new hyperbaric chamber

A HYPERBARIC chamber which could help to save the lives of injured divers has been opened at Queen Alexandra Hospital in Portsmouth.

The facility will provide support for both civilian and military divers with decompression sickness but it can also be used to treat a range of other conditions.

These include everything from gas embolism, carbon monoxide poisoning, necrotising fasciitis, gas gangrene and radiation tissue damage.

The chamber is owned by the Navy and the Institute of Naval Medicine will provide the medical director and other expert staff. It will be operated by personnel from the Defence Evaluation and Research Agency (DERA).

Clarence Yard to be developed

A £50 million programme of redevelopment will soon be underway at the historic former Naval yard at Gosport, Hampshire.

The Royal Clarence Yard has been sold to Berkeley Homes and the company plans to turn it into a maritime events centre with berths for 130 vessels.

Many of the existing buildings will be converted into homes and there will also be new shops, a cinema, bars, restaurants and offices.

£250,000 spent on junior rates

JUNIOR rates at HMS Sultan have seen the transformation of their establishment's amenities club through the completion of an improvement programme costing £250,000.

The club was built more than 15 years ago and was badly in need of updating but it now boasts a state-of-the-art sound system, a disco for up to 400 people, brand new lighting, a presentation suite and full conference services.

Most of the money for the improvements came from the Sailor's Fund and Fleet Amenities Fund which donated £187,000 between them but a further £70,000 was raised by HMS Sultan.

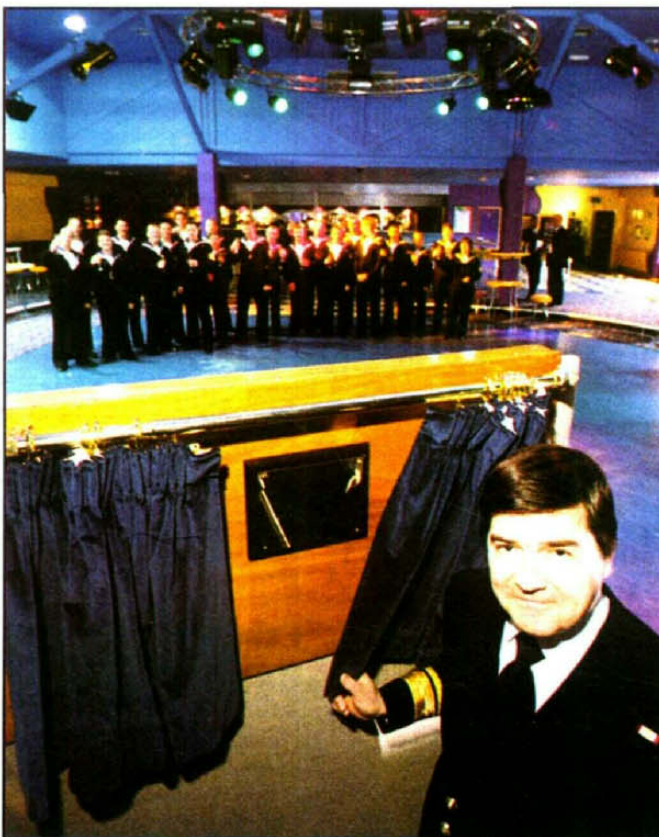
Guests at the reopening of the club included Rear Admiral Lockwood, Chief of Staff to the Second Sea Lord, Cdr Harris, Secretary of the Sailors and Fleet Amenities Funds, and Commodore Peter Kidner, Commanding Officer of HMS Sultan.

■ HMS Sultan has also opened a cyber cafe to give personnel access to e-mail, the internet and the very latest in computer games.

Technical work on the project, which required two years of planning and fundraising, was done by three trainees at HMS Sultan – PO Mark Howkins, LAEM Chris Potter and AEA Alex Hayter.

And the administration and financial side of the project was completed by HMS Sultan's Grapevine Co-ordinator, Mr Rob Smith, with funding from Aldershot Methodist Military Trust, HMS Sultan's Juniors Fund and the Grapevine Activities Fund.

The cafe, which was formally opened by Commodore Kidner, has four terminals which are networked together to allow multiple game scenarios with dedicated ISDN link to providing fast and easy access to online services.



● Rear Admiral Lockwood officially re-opens the Junior Rates Amenities Club at HMS Sultan.



● ARETHUSA: The ketch has paid off after a sail training career spanning almost 20 years.

End of the line for the training ship Arethusa

SAIL Training Ketch Arethusa has paid off after a career of almost 20 years which saw her clocking-up 200,000 miles at sea.

The vessel, owned by the charity Shaftesbury Homes and launched by Countess Mountbatten in 1982, has given more 7,000 disadvantaged young people the chance to experience life at sea.

But financial pressures have forced the charity to concentrate on the children's homes it owns in London and on the Arethusa Venture Centre in Upnor on the Medway.

The previous Arethusa was a four-masted barque (ex-Peking) which provided accommodation and nautical training for 200 boys mainly destined to go to sea with the Royal and Merchant Navy.

Nicko Franks, Ketch Manager of the Arethusa, said: "It is disappointing to have to cease what is felt to be a very worthwhile and character-building activity for those young people who are lacking motivation and challenges in this day and age."

"There has been a proud tradition of ex-Arethusa boys achieving successful careers in the Royal Navy with several achieving the rank of Commander.

"There is still a flourishing Arethusa Old Boys Association which will obviously continue to function despite the loss of its 'flagship' and the next annual reunion at Upnor is on Saturday September 1."

■ The Sail Training Association (STA) has announced that their new square rigged vessel is to be named Prince William.

The patron of the Sail Training Association is the Duke of Edinburgh and the naming of their latest vessel has been approved by Prince Charles.

The Prince William is a 195-ft brig which cost £5.5 million to build. It is designed to accommodate 48 young trainees with a small professional crew and is a replacement for the STA schooner Sir Winston Churchill.

Freedom march for HMS Iron Duke sailors

SAILORS from HMS Iron Duke drew large crowds as they marched through the streets of Kingston-upon-Hull with bayonets fixed, flags flying and drums beating.

The sailors were exercising their privilege as honorary Freemen of the city, which is affiliated to the Type 23 frigate.

Several thousand people cheered the sailors on as they marched to music from the York-based 150 Transport Regiment (TA). Among them were members of the Hull branch of the Royal Naval Association, Royal Marines cadets and Sea Cadets from TS Iron Duke.

The Lord Mayor of the city, Cllr Mrs Beattie Ware, said: "I am delighted that HMS Iron Duke visited the city during my year in office. The ship has a special place in the hearts of citizens of Kingston upon Hull."

The frigate recently returned from a deployment as Atlantic Patrol Ship (South), which saw



● Souvenir: the 'Iron Duck'

her spend several months in the waters off Hull's twin city of Freetown, the capital of Sierra Leone.

As the ship was heading from Portsmouth to Rosyth for a one-year refit, the three-day visit to Hull was slotted in to her schedule.

The ship's Commanding Officer, Cdr Ben Key, said: "This is the first time the ship has been able to visit Hull for more than four years, although we have sent members of the ship's company on various for-

mal and informal visits during this period.

"It is fitting that our final visit before most of us leave Iron Duke and go our separate ways should be to our affiliated city."

"The warmth of our welcome was second to none, and I know that when we leave to join new units, we will take something of the spirit of Iron Duke and our special affiliation with Hull with us."

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HMS Portland joins the Fleet



● Tradition is upheld as a commissioning cake is cut by Mrs Maxine Handley and 17-year-old Steve Quine as Lady Brigstocke and Cdr Jonathan Handley look on.

THE Navy's newest Type 23 frigate, HMS Portland, has been officially commissioned into Service in a ceremony at Devonport Naval Base.

During the ceremony, attended by the ship's company, family, friends and senior officers, HMS Portland's CO, Cdr Jonathan Handley, said: "The commissioning of HMS Portland is the culmination of years of build, outfitting and trials."

"All of those who have been involved, from the shipbuilder, the MOD and the ship's company, have the right to be hugely proud of their achievements."

"It is a great privilege to be here at the start of Portland's life and to be setting the standards for her first commission."



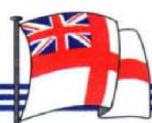
● GUARD: Lt Tim Houseman fronts the guard of honour at the commissioning of HMS Portland.

Lady Heather Brigstocke, the ship's sponsor, inspected the ship's company and the Commissioning Warrant was read by Cdr Handley before a service of dedication. Music was provided by the Band of Her

Majesty's Royal Marines and guests included the Mayor of the Borough of Weymouth and Portland, Councillor Sandra McGown, and the Mayor of Portland, Cllr Les Ames. HMS Portland, a member of 6th

Frigate Squadron, is the ninth ship to bear the name of Portland and she is the fifteenth of 16 Type 23 frigates which have been built for the Royal Navy.

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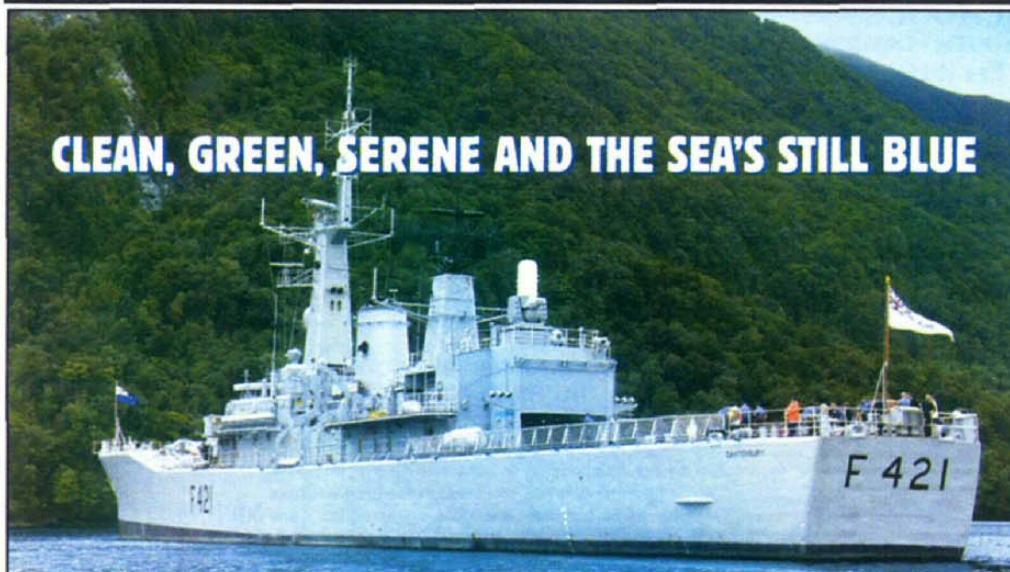
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And the Jaguar comparison is not unreasonable, for the Swindon-built Civic is a sophisticated machine, not just in the mechanical technology but also in terms of fit and finish plus the array of standard luxury fittings.

On the range which starts at a fiver under £12,000 for a 1.4-litre version, every model has as standard air conditioning, anti-lock brakes with electronic brakeforce distribution, front and side airbags, electric power steering, electric front windows, electric/heated door mirrors and RDS stereo.

The SE Executive flagship model tested, priced just under £14,000, gains the alarm, electric rear windows and sunroof and coloured door mirrors from the mid-range SE, then adds 15in alloy road wheels, full leather interior, climate control air conditioning and stereo tuner with CD.

It is a lot of car which, if a traditional executive was led to it blindfold and then sat inside could well expect to pay double.

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ECONOMY: Combined cycle 42.8mpg.

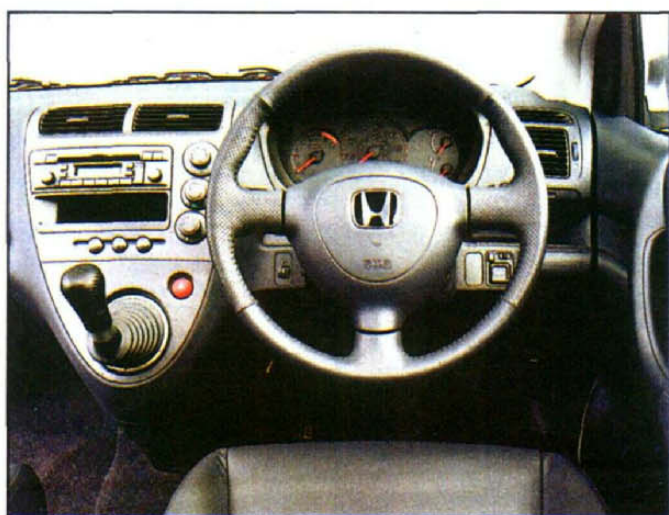
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Drafty: A message from CND



Drafty reaches the front line

IT IS CLEAR from reading the report of the Spring Tour of the Second Sea Lord's Personnel Liaison Team that a growing number of ratings of all branches are using the Drafting and Career Management Liaison Offices.

This is very good news. You will have seen in last month's Navy News that Yeovilton and Culdrose each also have their own facility now, which means that everyone in the front line or at the waterfront has access to drafting and career advice.

Greater availability of advice leads to a demand for even more, so the DCMLOs are clearly meeting a requirement. That much is clear from some of the questions asked of the PLT.

"Why can the DCMLOs manage to sort people out and Drafty cannot?" was one question.

Well, remember first of all that the DCMLOs are Drafty. They work for me and provide the human face of a large organisation.

Back in Centurion all that my team can do is use your Drafting Preference Form and/or C240 to balance the needs of the Service for someone of your branch and rate with your own personal preferences.

We do what we can to satisfy your choice, but it is not always possible especially when too many people ask for the same thing. That is where the DCMLOs come in, because they can explain exactly what the options are including, when nec-

essary, why certain wishes cannot be met.

More often than not, however, they can sort something out through discussion, which cannot always be achieved by means of a DPF alone.

The DCMLOs too are interested in DPFs and if you make an appointment with your DCMLO, they will always ask you when you last completed one.

A very large proportion of Drafting Preference Forms are more than two years old, so help me and the DCMLOs to help you by keeping them up to date.

Another comment made to the Second Sea Lord's PLT was that Centurion is always on an answering machine. I regret that is quite often the case, since I have four dozen desks dealing with a population of some 30,000; an average of 600 to 650 customers per desk. If you get an

answering machine because your Drafter is busy either talking to another caller or sorting out a usually complex drafting plot, please be patient.

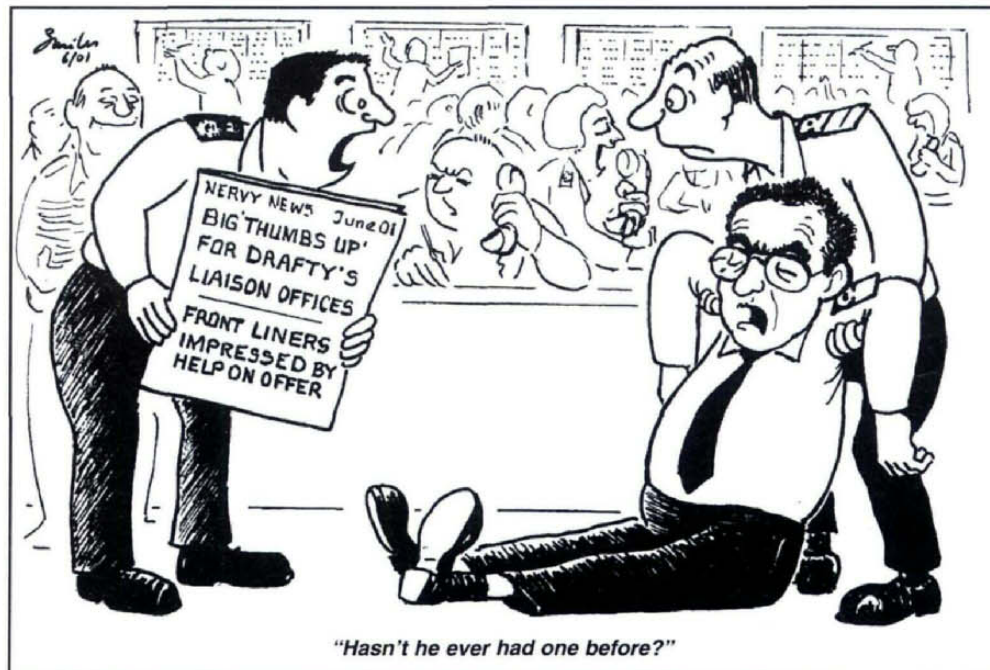
Alternatively, if it is a straightforward question to do with, for example, your place on the sea bill, you could try ringing your nearest DCMLO who could probably supply the answer.

A long-held misunderstanding surfaced again during the PLT tour, and that was that Culdrose appears to be a Devonport draft. It is not.

Culdrose is a Main Shore Preference Area (MSPA) for Fleet Air Arm ratings, but an Other Place in UK for the rest.

If you are FAA, have stated Culdrose as your MSPA and get it, it will be a First Preference (IPRE) draft.

If on the other hand you are General Service, have stated Devonport as your Main Shore Preference Area but get Culdrose, it is *not* IPRE and will



not be called so. It will be noted as a Non-Preference draft.

If as a GS rating you ask for Devonport but get Culdrose, it is not because Drafty thinks Culdrose is Devonport area, but because there are no Devonport shore billets for your branch/rate at the time, and the next best option to keep you in the West Country roughly in your area of choice is Culdrose.

Drafting Preference Forms allow you to state whether the Other Place in UK takes precedence over your first choice MSPA, so you need to make sure you use the latest revision of DPF (September 1998 for SM, March 2000 for FAA, October 2000 for GS) to give you the opportunity of giving Drafty the best informa-

tion. The more relevant detail you supply, and the more useful supporting comment the Divisional Officer adds, the more it helps the drafting desk.

Finally from the PLT Report, Drafty does not breach Minimum Time Ashore, unless you have declared yourself an Early Out of Turn Volunteer for sea.

MTA is a real issue at the moment. Nearly 30 per cent of senior rate categories and over 60 per cent junior rate categories are on MTA, which reflects continuing shortages overall.

In order to preserve MTA, gapping at sea is actually worse than it would be without it. That will only slowly get better as the Navy moves back into manpower balance.

Situations vacant

NA(AH) for DNR Ethnic Minority Recruiting Team. Shore billet based in London, working all over Britain, driving duties (HGV preferred) from July for six to 18 months.

CPOAEA(R) and (M) Two shore billets with Future Carrier Borne Aircraft IPT (UK) at MOD Abbey Wood, Bristol, required April for 18 to 24 months.

POAEA(M) for HMS Raleigh, Torpoint, Plymouth. Apprentices' Divisional Instructor, required from December 2002 for 12 months.

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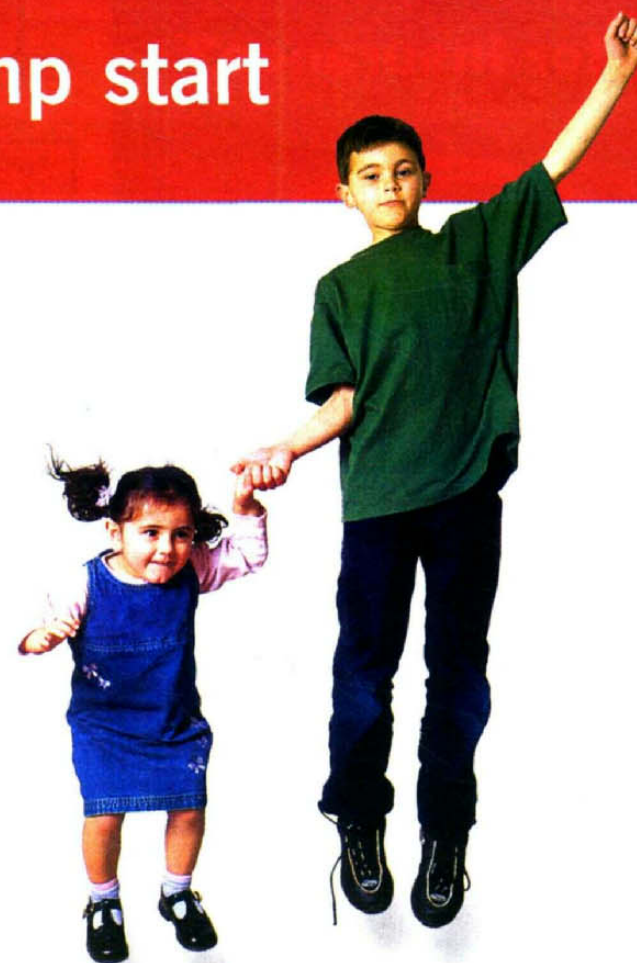
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Sea Cadets



Mohawks miss out on the Big Macs

Cadet *Darryl Gee* of TS Mohawk (Romford and Dagenham) Unit took part in this year's St George's Day Parade in Whitehall. This is his report:

AFTER I jumped out of bed it took me about half an hour to eat my breakfast and put on my number one uniform. Then I picked up my cap out of my bedroom and then my brother Vincent, the Admin Officer (and our Nan) Mrs Seago and I went out to the lift, down to the ground floor and then over to the Safeway car park where we were to meet PO E. Penney, who was kindly taking us to the parade at Whitehall in her car.

We then went to pick up LC Farnsworth from her house in Ilford. When we got there we had a little trouble finding it, but we soon did. Vincent, who is also in the Sea Cadets, knocked on her door.

There was little traffic, so we arrived in about half an hour – and then had to wait for the rest of our group to turn up. They had been at MacDonalds since 0900.

As we started off, two people I knew dropped out because they were feeling ill – but one of them came back in.

After we shuffled around, trying to look smart with a blank file, we were ready to begin.

As we exited King Charles Street, we did a left wheel into the main road and stopped at the Cenotaph. Once the ATC and ACF were ready, a bugler sounded the Last Post and someone came and said some prayers about St George and the two World Wars.

Afterwards we marched back to King Charles St and did an eyes right for the salute, which was taken by Commodore Parker.

After the exhausting march we had, we were dismissed and sent back to our groups.

It was then that AC Stannard returned from the guard at Westminster Abbey and it was suggested that we had our photo taken near the Cenotaph. Then we went our separate ways.



Staying in the family



TS STEADFAST is saying a fond farewell to PO Ryan Meaghan as he leaves the Corps to join the Royal Navy.

Ryan comes from three generations of cadets, staff and officers, including his younger brother, Cadet Russell Meaghan, having joined the Kingston Unit in 1993.

He became a Cadet PO in 1996, was rated PPO in 1998 and achieved outstanding seamanship 2nd class.

● Ryan (right) is seen with his Commanding Officer at TS Steadfast, Lt Cdr Peter Mould (centre) – and proud father PO Alan Meaghan.

Smoothing the way for lively science seminar

CADETS from Newburn unit were among over 50 who helped HMS Illustrious host a "Science Alive" seminar on the Tyne Commission Quay.

The seminar was designed to encourage science and technology students to consider joining the Navy as a career and a letter was later received from Capt Charles Style, Commanding Officer of the carrier, who said the cadets made a big contribution to the smooth running of the event.

HMS Illustrious was built by Swan Hunters on the Tyne, launched at their Wallsend yard by Princess Margaret in 1978.

● Left to right are Jamie Betts, OC Vanessa Ormond, AC Darren Glendinning and AC Paul Handyside – who were joined by cadets from Gosforth, Newcastle Jellicoe, Newcastle Nelson and South Shields.

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Best foot forward again!

WORTHING Unit's Foot Drill Squad won the Southern Area Competition for the second year running.

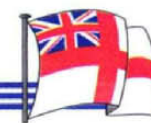
They also came away from HMS Excellent with the Best-Dressed Squad title while LC Emma Bailey won the Best Squad Commander trophy – and as Navy News went to press were due to represent Southern Area at the National competition, also to be held at Whale Island.

The squad is trained by CPO Brennan-Wright aided by PO Meldrum.





Sea Cadets



Frank's back in tune with Bristol

CONTROLLER of the Navy Rear Admiral Nigel Guild is seen here arriving at Bristol Unit's headquarters to present TS Adventure with their 2000 Efficiency Burgee.

At a buffet reception he chatted informally with almost all present. He was particularly interested to be introduced to former cadet and SCC officer Frank Marsh, who joined the unit in 1947 at the age of 12 – and has recently returned to serve on the Committee and recommission the Drum and Bugle Band, of which he was Drum Major in the early 1950s.

Anyone with further information on Adventure cadets of these early years – especially band members – should contact the CO, Lt Steve Coles or Lt Marsh on 0117 929 0356.

Just a few days earlier, Lt Cdr Coles presented LC Martin Young with the Robert Milson Memorial Shield as Best Cadet Guard Commander in the South West Area Armed Guard Competition held at HMS Raleigh (see right).

After some superb ceremonial drill the Bristol Marine Cadet Detachment won the competition with TS Adventure's Naval Cadets as runners-up and credited as Best Dressed Guard.



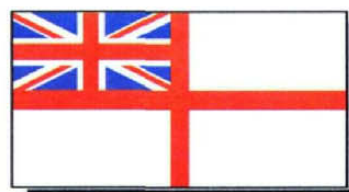
DAVID'S 50 YEARS, MAN AND BOY

Lt Cdr DAVID ROWLES has entered his 50th year as a member of Twickenham Unit – including six years as a cadet and 25 as Commanding Officer until 1998.

He recently received the Lord Lieutenant's Certificate of Meritorious Service from Field Marshal Sir John Chapple at the Duke of York Barracks – the first Sea Cadet Officer to receive this honour.

David is still active in instructing young people in most cadet activities at TS Saumarez riverside headquarters, including seamanship, boat work and shooting.

He is seen at a reception in his honour at the Mayor's Parlour at Richmond-upon-Thames with (left to right) Cllr Bryan Woodriff, Deputy Lieutenant of the County Nigel Clark, Mayor Cllr Barbara Westmorland and the current CO, Lt Chris Bonfield.



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Sport

Culdrose up for the cup

THE ROYAL Navy football cup has gone West with the team from RN air station Culdrose.

Played at HMS Temeraire in Portsmouth, the men from Cornwall faced a team from north of the border in HMS Neptune, from Faslane.

Culdrose took the lead in the first half through AEM Sparky Hughes.

But the Scottish team equalised after the break, and with no further scoring in extra time the game went to penalties.

The hero of the day for Culdrose was goalkeeper NA Simon Winnan, who blocked three penalties by the Neptune team.

With PO Tomo Thompson and CPO Colin Hicks netting for the English team the cup was heading for the West Country.

The result also puts Culdrose into the Jubilee Cup as the Navy's representative against their counterparts from the Army and RAF.



Ex-England supremo opens suite

FORMER England football manager Graham Taylor has officially opened the new fitness suite on board the Navy's newest vessel.

Mr Taylor, who has just stepped down as manager of First Division

● Mr Graham Taylor and HMS Portland PTI Mike Smith at the official opening of the new frigate's fitness suite.

Watford, was welcomed on board Type 23 frigate HMS Portland by PTI Mike Smith, who was at HMS Raleigh when Mr Taylor's squad did a week of pre-season training.

After unveiling a commemorative plaque, Mr Taylor said: "I have always been interested in the Services, and to know that my name now appears as part of your ship makes me feel both honoured and very proud."

Police get off to a flying start

THE INTER-armed and emergency services clay shooting series got under way with an event hosted by the Fire Service at the Mid-Wales Shooting Ground, Powys.

As usual it was the Police who were the team to watch, taking the Team Trophy from the RAF by four points.

The Navy's High Gun was POAEM Ian 'Moggie' Morgan (824 Naval Air Squadron) with a very respectable 95 from 100 and a total score of 276, beating Lt Cdr Peter Trott (HMS Nelson) by just two points.

The next event, to be hosted by the Royal Navy, is scheduled for June 7 at Newnham Park, Plympton, Devon.

Any RN, RM or RNR personnel who would like to attend, or would like to know more about the sport, contact POAEM Ian Morgan on 93781 2691 or Lt Cdr Peter Trott on 9380 24140.

Hosts prevail

THE LADIES cricket team of HMS Sheffield found the going hard when they took on the women of the British High Commission in Barbados.

Having won the toss, team captain LOM Alison Moore opted to field in the first innings of the 20-over game, but the home team racked up an impressive 92 for 3.

In scorching conditions, the women from Sheffield set about the target with gusto, but the innings closed with them on 68 for 8, with STD Andrea Fairhurst top-scoring on 19 not out.

World-beaters meet their match at last

THE WORLD-beating footballers of HMS Newcastle finally met their match when they came up against the professionals from Newcastle United Football Club.

And despite conceding ten goals, the Navy players came off the pitch with their heads held high – and an away goal to their credit for the 'home leg' they hope to arrange.

There was never a doubt that the professionals from St James Park would take the game seriously – watching from the sidelines was Newcastle manager Bobby Robson and a host of agents.

And with overseas star Pablo Bonvin in razor-sharp form during the match, played at the club's training pitch at Chester-le-Street, the final result was 10-1 to United.

Even the Magpies' goalkeeper John

Karelse helped himself to a goal when he played in the forward line for the last few minutes of the game.

"It was apparently the same starting 11 to that which had beaten Manchester United reserves 2-0 the week before," said the Commanding Officer of HMS Newcastle, Cdr Steve Pearson.

Lt Cdr Pearson – who owns a United shirt with 'CO' and the number 87 on the back, representing the pennant number of his destroyer, said: "We would like to thank them for the game – and if we manage to get them back here in Portsmouth for a match the away goal could be useful."

The sailors – who were unbeaten on last year's global deployment NTG 2000 – made plenty of chances, according to the CO, but they could not match the clinical finishing of the professionals.

The team had the consolation of tickets to the Premier League meeting between United and Leicester at St James Park.

Footballer Rick is remembered

A COMMEMORATIVE football match for a keen player who died in a road accident four years ago was won by the team from RN air station Culdrose.

The match, between the Survival Equipment sections at Culdrose and Yeovilton, was held in Somerset in memory of NA(SE) Rick Astley. A minute's silence was observed before the kick-off.

The match ended 2-2, so penalties were used to decide the result, with the team from Cornwall winning 5-3.

The trophy was presented by Yeovil Town coach Steve Thompson



● RPO Ian Gritt (green shirt) of HMS Ocean launches himself at the ball in a desperate attempt to stop HMS Raleigh winning the Devonport Area Cup final – but the training establishment went on to win 1-0 in extra time.

Picture: LA(PHOT) Daz Casey.

Unlucky 13 for RFA side

IT WAS unlucky 13 when the footballers of RFA Fort Victoria hosted the Under 18s of Dunfermline Athletic at HMS Caledonia.

In their first game of the season, the Fort team – consisting mainly of permanent RN personnel – were a goal down inside 30 seconds, without any of them having touched the ball.

And worse was to follow as

two unavoidable own goals helped make the half-time score 9-0 – and the RFA men could consider themselves lucky to be that close.

Things improved somewhat early in the second half after a half-time talk from LWEM Nick Valerio, with the home team even managing a shot or two.

But the ship's team were soon under pressure again, although the Pars only man-

aged four more goals to make the final score 13-0.

Man of the match was RFA keeper STD Winnie Winton, who prevented embarrassment with a string of great saves.

The ship hopes the game will mark the start of a firm association with Dunfermline Athletic – and the youth team coach, John Ritchie, has already requested a return match when the ship's programme allows.

Navy XIII beaten by the Army

OLD RIVALS the Army spoilt a big week for the Royal Navy's rugby league squad when the soldiers won the first round of the revamped Scottish Courage Public Servants Cup.

The build-up to the match had been promising, as reported in last month's Navy News.

An intensive training period in Portsmouth proved ideal preparation for the Students Rugby League 9s competition at Greenwich, sponsored by the London Broncos.

The semi-finals saw both Navy team win, against the Army and Brighton University, guaranteeing success for the Senior Service.

New GB coach David Waite held two training sessions for Navy players and coaches, also finding time to tour the Navy's facilities.

But the proof of the pudding came when a very strong Army side faced the Navy on a heavy, rain-soaked pitch.

The Army took the lead with a try and goal, although the Navy replied with an unconverted try

from L/Cpl John Greening after a sweeping move across the pitch.

Another strike down the left put the Army 10-4 ahead, but again the Navy replied with L/Cpl Jordan James following up a grubber kick by Mne Mark Donaldson to touch down.

A moment of controversy just before half-time went against the Navy, when, after fielding a penalty kick the Navy moved 60 yards downfield to dot down under the posts. However, the referee disallowed the try for a foot in touch at the beginning of the move, claiming he was late in seeing the touch judge's signal.

Despite chances in the second half, the Navy could not find the final cutting edge, and it was the Army who wrapped up the match, with two tries – one converted – giving a 20-8 margin.

LPT Dave Helyer took the Man of the Match award for the Navy.

With the competition now organised on a league basis there is still the opportunity for the Navy to qualify for the end-of-season play-offs.



● LPT Ruby Murray (stripes) skins Paraguayan international Diego Gavilan of United.
Picture: LA(PHOT) Rob Harding (42CDO).

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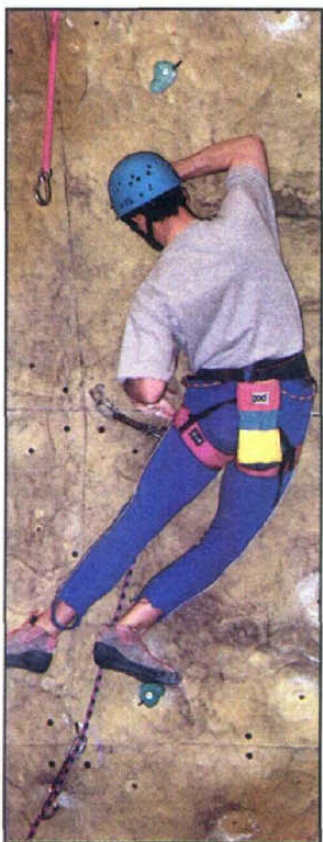
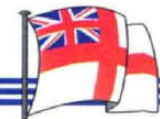
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Sport



● Lt Cdr Tim Hulme (COMNA) on E2. Picture: CPO Sandy Saunders.

Royals climb above the rest

THE ROYAL Marines proved tops when it came to the inaugural inter-Command indoor climbing competition.

Held at the newly-built Enterprise wall at RN air station Yeovilton, the event was also the first chance in the year for the 'rock jocks' to brush away the cobwebs in preparation for the summer season.

Designed to entice novice personnel to compete in an environment which also tested the more experienced climbers to the full, the event attracted 45 men and women of mixed ability from the Devonport, Naval Air and Portsmouth commands, and the Royal Marines.

Sponsorship was afforded by Cotswold Essential Outdoor, who provided trophies, with prizes donated by Enterprise Climbing Walls, High Places and HB Climbing Equipment.

Winners were: Novices: LD Paul Shaw (FDUI, Portsmouth); VS: POAEM Nige Neal (845 NAS, Yeovilton); HVS/E1: Mne Jay McNaught (RM Poole); E2+: Mne Matt Evans (40 Cdo).

Best veteran (over 40) went to Lt Cdr Tim Reynolds (HMS Drake), best female climber was LPT Lisa Farthing (RNAS Yeovilton), and PONN Sally Gardener (RH Haslar) was awarded best novice prize for what was, effectively, her first climb.

The Royal Marines winning team was Mne Matt Evans, L/Cpl Martin Kavanagh (RNAS Yeovilton), Cpl Duncan Malpass (40 Cdo), Mne Nick Ollive (40 Cdo) and Mne Jay McNaught.

The routes were set by Mne Marty Hallet, and the event – which is hoped will become an annual event – was organised by CPO Jake Wilkinson. Head Judge and route demonstrator was Lt Mick Cooke.

Hot shot

CPO(M) PAUL Collins, of HMS Dryad, has won the 2001 Champion at Arms trophy for shooting.

Paul also won the Rifle Champion trophy at this year's event.

Centurion takes first tennis title

THE ROYAL Navy's summer tennis tournament season got under way with the ladies' inter-establishment competition at Burnaby Road in Portsmouth, writes Cdr Steve Pearson.

Initial attempts to play on the grass courts were thwarted by the weather, but the ladies were able to transfer inside to

the tennis dome for the event.

Establishments from across the country were represented, but it was the local teams from Centurion and Haslar that made it through to the final.

A thoroughly absorbing and entertaining match was won by Charlotte Bull and Nickii Hudson, representing Centurion, over Jeannie Bone and Lyn Young from the hospital.

The opportunity for revenge is presented next month with the Royal Navy championships in Portsmouth from July 14 – details and entry forms are available from Clive Lambshead on 9380 24193.

There is a full programme of events at the tournament, with men's and ladies' singles and doubles competitions, as well as veterans' contests and a mixed doubles championships.

US tour is tough opener

THE 2001 season opened early for the Royal Navy athletics team with a track and field tour to the United States, writes Lt Graeme Riley.

The aim of the tour was to provide Navy athletes with the opportunity to compete against quality opposition from the US Naval Academy and the University of Maryland, and this was achieved with two tough matches against teams reaching the peak of their season.

The men's first match was against the US Navy and several universities at the Naval Academy, while the women competed at the University of Maryland.

With the US Navy facing the US Army the following week the home team was at full strength and keen to impress the selectors, but RN athletes put in a number of good performances.

POAEM Alan Jones (Yeovilton) ran a good 1,500m, clocking close to four minutes despite cold and blustery conditions, while LPT Mick Breed (Defence Medical Services Training Centre) in the 800m and high jumpers Musn Jon Roberts (CTCRM) and WEA Dale Howard (Collingwood) showed well.

The second match was a combined fixture, again at the University of Maryland, and a week of concentrated training obviously proved beneficial to the Navy teams, with LPT Zoe Hambly (Neptune) recording a personal best in the 200m, as did Lt Linda Lawrence (Culdrose) and POWSTD Heidi Martin (Nelson) in the 800m.

Surg Lt Julie Robin (Sultan) scored well in the shot and discus, finishing close to the Americans.

Then it was back to the harsh reality of British summer, with the traditional opening fixture at Woodford

Green marred by dismal, wet conditions.

The Navy squad finished second, with Heidi Martin, Linda Lawrence and Mick Breed all performing well.

And it was second again at Haringey for the opening league division two fixture, with A and B string wins in the 400m hurdles (LPT Neil Edwards of HMS Richmond and Sgt Simon Wilson of RM Poole), the 1,500m (POAEM Allan Jones, RNAS Yeovilton, and MEA Dave Kemp, Sultan) and the steeplechase (Lt Graeme Riley, Abbey Wood, and Lt Cdr Jim Donnelly, Yeovilton).

Details of all RNAC fixtures can be obtained from CPOPT Pippa Routledge on 9380 22590.



● Lt Graeme Riley takes the water jump in the 3,000m steeplechase during the match against the US navy at Annapolis on the RN squad's tour to America. Riley also recorded a win in the steeplechase during the RN's opening league encounter at Haringey.

● Surg Lt Julie Robin, of HMS Sultan, pushed her American rivals hard in the Royal Navy tour matches at the University of Maryland.



Triathlon date set

THIS YEAR'S John Munnings memorial novice triathlon event will take place in and around HMS Dryad on Sunday July 1, starting at 10.30am.

Entries are invited from Service, Ministry of Defence and civilian entrants.

The course is designed for novice competitors. For further details, contact LPT McCormick on 9380 ext 24151.



End of an era as Knocker steps down

THIS SEASON sees the end of an era for Devonport Services rugby with the announcement that Ivor 'Knocker' White is to stand down as club president after 15 years at the helm.

Knocker, aged 77, joined the Navy in 1939 as an apprentice shipwright and left as a chief shipwright artificer after 22 years.

He then went on to train as a teacher,

and taught in Plymouth for 20 years.

Renowned for his fund of rugby stories going back to his playing days in the 50s and 60s – such as the time the Royal Marines tried to level the Rectory pitch with explosives – Ivor remains a passionate supporter of the club today, and always points out that the club was for all Servicemen, not just the Navy.

Youths introduced to Navy sport

MEMBERS of Portsea Youth Centre were treated to a look round HMS Nelson – including the sports facilities.

The teenagers saw accommodation blocks, living and working areas,

● Dionne Chalmers, of Portsea Youth Centre, throws a right cross to the body of RN boxing coach POPT Q Shillingford at HMS Nelson.

then moved on to the gym where POPT Q Shillingford told them about sport in the Navy and gave them an insight into boxing training.

Q, the RN boxing coach who teaches boxing at the youth centre, said: "The youth centre members really enjoyed their visit to the base, and hopefully it will encourage the young ladies and men to consider joining the Service."

Marines complete toughest ski race

TWO ROYAL Marines have completed what is considered by many to be the world's toughest ski race.

Mne Joe Brooks and Capt James Brain came safely through the 160km Arctic Circle Race, braving temperatures of -27C in lightweight racing clothing and surmounting punishing terrain to finish in the upper rankings of the field of 103.

Brooks had put the idea to Brain, officer commanding the RN/RM Biathlon team, and with the Biathlon season in full swing there was little time to organise appropriate kit, funding and flights.

Scottish outdoor clothing specialists Keela were on hand to provide advice and supply suitable gear for the conditions ahead.

The pair then had to decide on the balance between maximum speed and safety, carrying as little extra clothing as was possible.

As they stepped off the plane in Sisimiut Airport in Greenland, a few days before the race, they had a taste of the kind of conditions they could expect, and it gave them a chance to prove the efficacy of Pusser's Polar Extreme Wax.

After a final safety check and briefing, the two Royals set out on stage one of the fifth Arctic Circle Race, in temperatures which had warmed up to about -20C.

After more than four hours, with the bulk of the hard climbing done, Brooks was in 12th place and Brain 34th.

Days two and three saw eight of the elite skiers fall by the wayside, but the Royal Marines kept up their pace, and the race ended with Brooks in 11th place with a time of 11h 39m 53s, and Brain in 28th place – an excellent achievement for a first-time entrant – in 14h 27m 26s.

The event included competitors from as far away as New Zealand, as well as a few with local knowledge, and Brooks said the event lived up to its pre-start promise of providing "life-long and unforgettable experiences."

As well as Keela, the pair also expressed their thanks to Chic Grant of Outdoor Action Scotland, in Carnoustie, for providing help with clothing of "outstanding quality".

■ There will be a selection course at HMS Condor on June 25-30 for the RN/RM Biathlon team.

This intensive five-day course is open to males and females.

Anyone interested should contact Cpl Rodgers at RM Condor ext 2170.

Coaching date

ANYONE who wishes to join the Royal Navy club coach level 1 athletics coaching course to be held at HMS Temeraire this month should contact Mr S. Penberthy at HMS Temeraire on 9380 26718.

The course will run from Monday June 11 to Wednesday June 13.

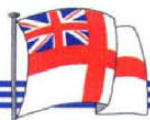
There is also an athletics official award commencing June 13 at HMS Temeraire.

Check this

The annual Combined Services chess championships is to be hosted by the Royal Navy this year.

The event, from Thursday June 14 to Monday June 18, will take place at HMS Raleigh, Torpoint, in Cornwall.

All standards of player at welcome at this event.



Sport



Royal Navy take the honours in the big showdown at Twickenham



● Spencer Brown leads a massed Navy charge in the Twickenham showdown.

The team works!

AFTER a season of tough matches, the Royal Navy rugby union team fully justified their confidence as they went into the annual showdown with the Army, writes Lt Cdr Mike Smyth.

A convincing victory against the RAF (23-3), with the Army stuttering to a 13-8 win against the same opponents, set the stage for the thrilling finale at Twickenham.

A record crowd of 33,700 enjoyed the reunions in the car park and the pre-match entertainment before settling down in the warm sunshine to cheer on the two teams.

The Navy, led out by nine-year-old mascot Jack Brown from US Portsmouth RFC, picked out in a

Pictures: LA(PHOT) ADRIAN HUGHES (HMS Sultan)

competition by Sally Boazman of Radio 2, suffered an early set-back when a swift break down their left flank brought a converted try.

But the 0-7 scoreline merely served to fire up the Dark Blues, and as this year's impressive back division provided excellent support for the strong, experienced forwards, the Navy blasted their way back into contention.

After one ranging salvo, scrum half Dave Pascoe proved the Navy had a kicker they could rely on, contributing three penalties.

Rattled by the Navy's strength, speed and handling in both defence and attack, the Army lost a lot of their rhythm with passes and handling going awry.

The first blow of the Navy fight-

back was struck by fly half Dave Sibson, with James Phillips adding a second and Pascoe converting both.

An Army probe on the half-hour brought a try under the posts, easily converted, and the Navy ended the half 23-14 ahead.

Although individual names appear on the score sheet, the outstanding feature of the Navy performance was teamwork.

They started the second half raring to go, but the Army had tightened up their game and applied pressure from the whistle.

Navy resolve in defence kept the line firmly for 20 minutes, and although the Army pulled three points back with a penalty, Pascoe restored the advantage with a kick of his own.

There then followed a mammoth display of character by the Navy as they kept the Army at bay.

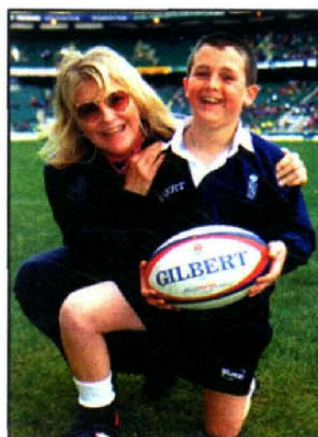
With three minutes of normal time left, Budge Rogers, President of the RFU, picked Navy No8 Andy Perry as Man of the Match.

With the Army needing two scores to recover, their supporters were starting to head for the exits as the Navy's England full back, Spencer Brown, sealed victory with the Dark Blues' third try to make the final result 31-20.

Navy skipper Dan Parkes led his team up to receive the Willis Coroon trophy and the Inter-Services Bowl, while Perry shared his Man of the Match champagne with the cheering crowd.

The match also marked the end of an era for Nick Stocker, who played his last game for the Navy before leaving the Service.

■ More pictures of the game can be seen on the Navy News website, www.navynews.co.uk



● RNRU mascot Jack Brown (9) with Sally 'Traffic' Boazman of Radio 2 (above).

● The ball proves slippery during a midfield exchange (right).



● A delighted Dan Parkes lifts the trophy at Twickenham.

The winning squad

Musn S. Brown (Bristol Careers); Surg S/Lt J. Phillips (Manchester Univ), Capt N. Stocker (3rd Commando Brigade), S/Lt M. Brock (HMS Coventry), LAEM(M) S. Channing (HMS Heron); PO D. Sibson (HMS Cornwall), AEM D. Pascoe (820 NAS, HMS Illustrious); AEM D. Parkes, captain (HMS Heron), Sgt M. Woolorton (HMS Collingwood), PO(R) N. Bartlett (HMS Cornwall), Cpl D. Cross (Luton Careers) (POMEM/L) F. Pearson (HMS Turbulent) 70), Surg S/Lt A. Fries (Cambridge Univ), Sgt R. Armstrong (42 Cdo), POW(EW) M. Cox (Ituland) (Mne J. Williams (CD Logs Regt), 28), Cpl A. Perry (CD Logs Regt). Reps not used: POWEA S. Burns (HMS Collingwood), Cpl C. Milkins (CTCRM), Lt R. Readwin (HMS Middleton), SA M. Fidock (HMS Cumberland), OM D. Jones (HMS Nottingham).



● Nick Stocker and Del Cross halt Army player Howard Graham in his tracks.



● Man of the Match Andy Perry swats off another vain attempt to stop him turning defence into attack (above), while Rory Greenslade-Jones struggles bravely to stop a charge by Andy Perry and Bob Armstrong (left).

Endurance is back from Antarctica

ICE PATROL ship HMS Endurance has returned to Portsmouth from the Southern Hemisphere after a seven-month deployment of 30,000 nautical miles.

The Red Plum surveyed inshore waters and assisted the British Antarctic Survey, reaching many previously inaccessible areas including King Haakon Bay in South Georgia, where Sir Ernest Shackleton's ill-fated 1915 expedition ended.

Using her ice-breaker capability, the Endurance was able to navigate as far south as the Antarctic ice shelf, encountering icebergs up to eight miles long and two miles across.

The ship's twin Lynx helicopters clocked up 300 hours flying time, and were involved in a difficult rescue attempt when a young woman was taken ill aboard a yacht.

Despite landing the ship's doctor on board in difficult conditions, the woman was found to be dead.

As well as her scientific work, the ship visited the bases of nine countries including those of Argentina, Russia, America, Ukraine and Chile – and visited a further seven countries while on passage. Four men in the 117-strong mixed crew returned to the UK to meet their new-born babies for the first time.



● HMS Endurance: The ice patrol ship is pictured entering her home port of Portsmouth after a seven-month deployment to Antarctica. While she was away the ship visited the bases of nine countries including those of Argentina, Russia, America, Ukraine and Chile – and visited a further seven countries while on passage. Four men in the 117-strong mixed crew returned to the UK to meet their new-born babies for the first time.

Vosper wins patrol ship deal

SHIPBUILDER Vosper Thornycroft has won a ground-breaking contract to lease three new offshore patrol vessels to the Royal Navy.

The news confirms an announcement made earlier in the year (Navy News, P44 April) which identified VT as the preferred bidder for the contract.

As well as being bigger than the five Island-class vessels which they will replace, the three new River-class ships will be available for patrol and fishery protection duty for almost twice as many days per year.

They will be called HMS Tyne, HMS Severn and HMS Mersey, and the first of class is due to enter service in September 2002.

Princess Royal at Collingwood

THE PRINCESS Royal made a flying visit to HMS Collingwood in May.

After her arrival by helicopter, Princess Anne inspected a guard of honour made up of the latest sailors to pass the Fareham establishment's land-based communications course.

The Princess Royal also officially opened the newly-refurbished ratings recreation hall and presented a number of prizes and awards.

□ Another of the Princess Royal's recent duties was a visit to Banstead where the Royal Alfred Seafarers' Society has opened a £2.8 million nursing care and sheltered housing development for elderly sailors and their relatives.

Lottery handout for Mary Rose

A HANDOUT of almost £500,000 of lottery cash has secured the future of one of Portsmouth's most popular tourist attractions.

The money is to be used to continue vital preservation work on Henry VIII's flagship Mary Rose.

The ship needs continual spraying to stop it rotting away and that costs £300,000 a year. But from 2003 to 2008 a hardening solution will be applied which will allow the timbers to be dried-out for the first time since 1545.

Merlin crew rescues plane crash victims

THE CREW of a Royal Navy Merlin helicopter saved the lives of two people when they were first on the scene of a plane crash.

The Merlin, from 700M Naval Air Squadron at Culdrose, Cornwall, was taking part in a NATO exercise in Denmark when reports of the crash reached air traffic control.

Their helicopter had just taken off from Aalborg for an exercise in the Skagerrak and the crew were asked to assist in the search for the missing plane. With Lt Steve Windebank at the controls, the helicopter quickly located the light aircraft in a field

where it had crashed upside down with fuel leaking from the wing.

The Merlin landed in the field and the crew, which included Lt Richard Carne, Lt Paul Morrisson and PO Aircrewmen Michael Weston and Dan Wade, took immediate action to free the two passengers from the wreckage.

Working with a local farmer and a policeman they lifted the wing of the aircraft, carefully removed the casualties to safety and administered first aid until a Danish search and rescue air ambulance arrived to take the injured to hospital.



● Chief of the Defence Staff, Admiral Sir Michael Boyce, discusses the battle of Crete in 1941 with a veteran of the campaign. Picture: LW PHOT Penny Taylor.

Veterans remember the battle for Crete

HMS RICHMOND played a central role in the multi-national commemoration which marked the 60th anniversary of the battle of Crete.

As Navy News went to press, the Type 23 frigate was alongside in Souda Bay, Crete, where the ship's company provided a guard of honour for the veterans and senior military personnel from Greece, Britain, Australia and New Zealand who gathered for a service of remembrance in the British Military War Cemetery. For a full report see the next issue.

Navy launches smarter site for internet surfers

THE ROYAL Navy has relaunched its website, making it more accessible and adding attractive new features.

The site, at www.royal-navy.mod.uk, undergoes regular changes, reflecting rapid advances in technology.

The heart of the new site is a completely revised navigation system, allowing the majority of the 1,250 pages to be accessed in just two clicks.

The new photo gallery now contains hundreds of images of the Royal Navy and Royal Marines at home and overseas, and the pictures can be enlarged to full screen size.

The site is also starting to build a library of downloadable videos.

Further developments will be made during the year, and feedback is always welcome.

For administration enquiries, contact Lt Cdr Philip Nettleton RNR, Ministry of Defence Main Building ext 87957, or Kevin Haynes on ext 78693.

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